FREIGHT TRAFFIC ISSUE

Will variable per diem rates improve **car supply?** Here's the shippers' view. . . . . p. 36

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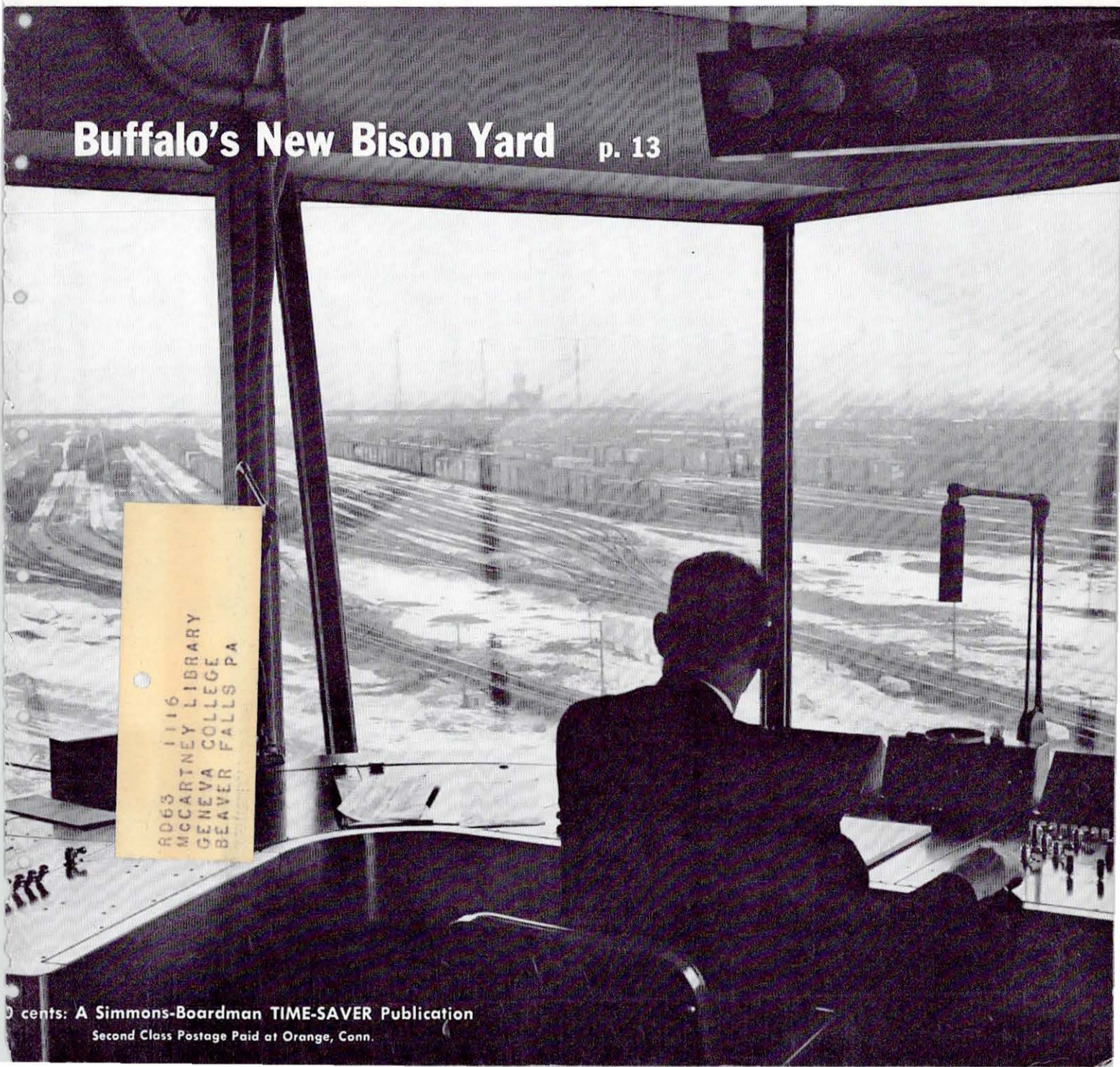
April 29, 1963

# RAILWAY AGE WEEKLY



## Buffalo's New Bison Yard p. 13

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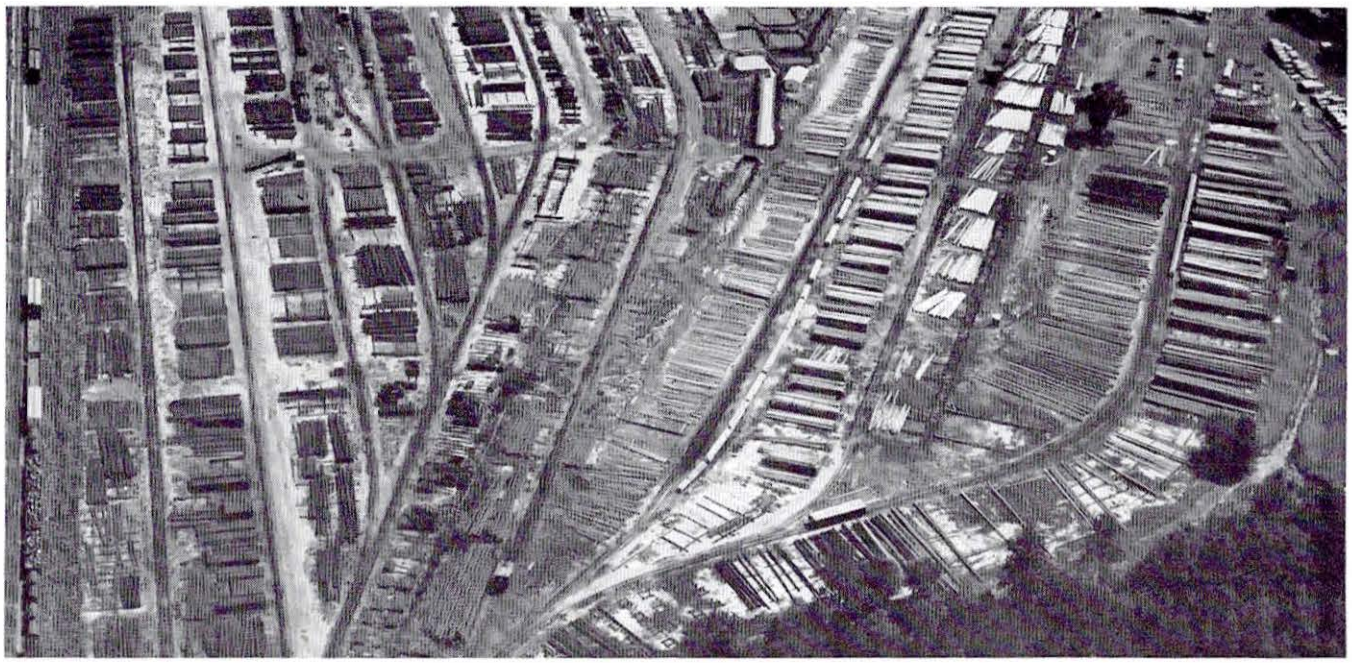
## Shippers Along the Coast Line

Charles H. Abrams, manager of the Koppers Wood Preserving Division plant at Gainesville, Florida, has been associated with seven Koppers plants during his 20 years in the treated forest products field. He has supervised the forest products distribution of this 90-acre operation since 1958.

*In Gainesville, Florida...*

# *The Koppers Company Annually Produces Millions of Cubic Feet of Pressure-Treated Wood Products*



Koppers Company, Inc., Plant and Storage Yard, Gainesville, Florida

The Wood Preserving Division of Koppers Company, Inc., at Gainesville, Florida, produces each year millions of cubic feet of pressure-treated forest products. Maintaining extensive treating and storage areas the plant ships its termite-and-decay-resistant products to customers throughout the Southeast.

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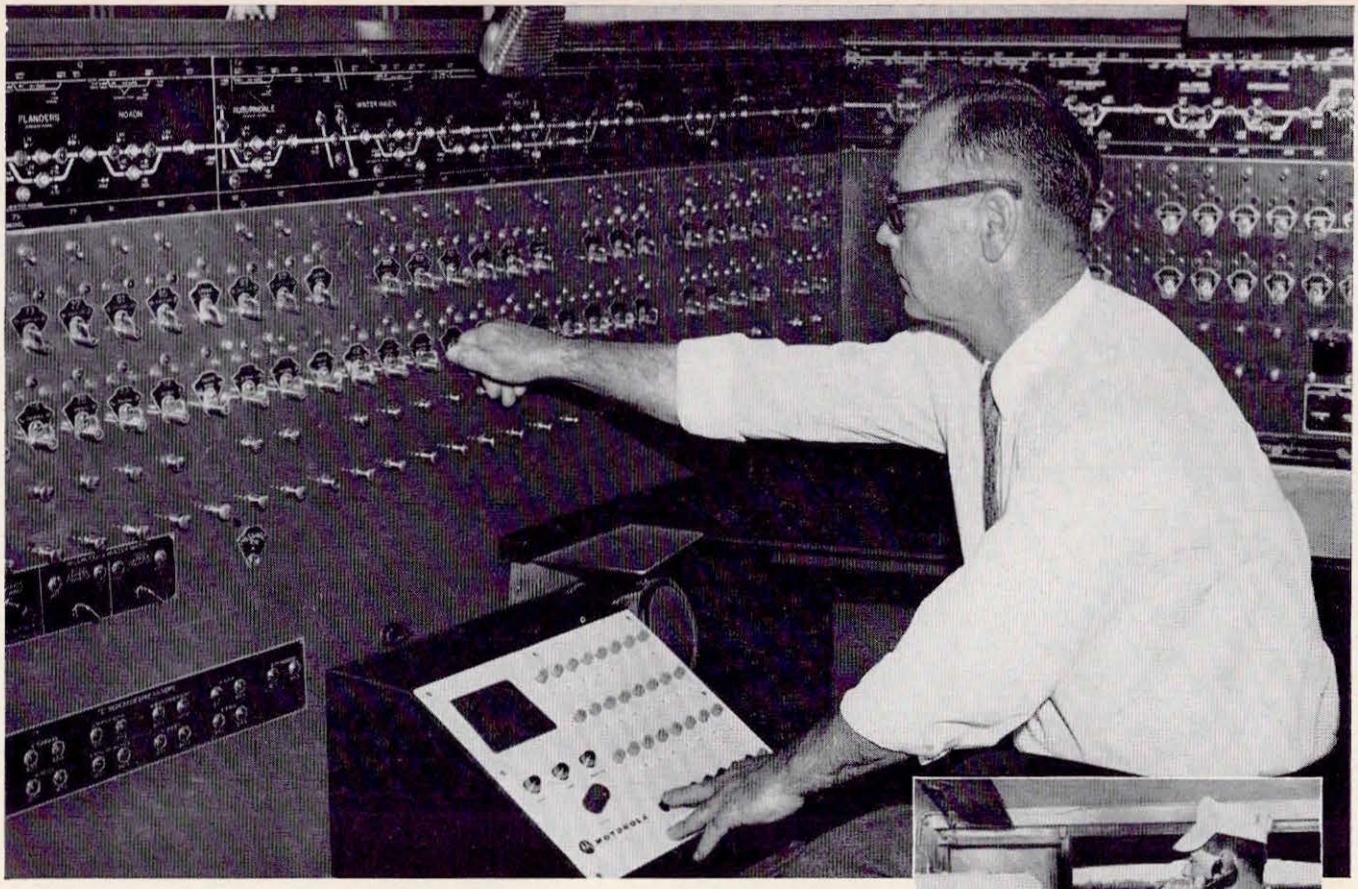

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Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly, except the last week of December, by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn.

Railroad employees' subscription rate: U. S. possessions, Canada and Mexico, $6 one year, $8 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. In other countries, $15 a year. Single copies 60¢ except special issues. Address all subscriptions, changes of address and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.
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Circulation Dept.; Robert H. Lash, Director of Circulation, Eugene White, Circulation Manager, 30 Church St., New York 7, N. Y. POSTMASTER—SEND FORM 3579 TO EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn. Second-class postage paid at Orange, Conn. and at additional mailing offices.

# RAILWAY AGE WEEK AT A GLANCE

April 29, 1963 • Vol. 154, No. 16

## Court upholds competitive rate-making

The "umbrella rate" power of the ICC has been limited by a Supreme Court interpretation of the Transportation Act of 1958. The comparative costs question is unresolved .....p.9

## Buffalo's new Bison Yard

The $13-million electronic yard, jointly owned and operated by the Erie-Lackawanna and the Nickel Plate, will be able to classify more than 3,000 cars a day .....p.13

## Shippers, carriers cut damage claims

Three shippers, with railroad cooperation, approached different freight-damage problems in different ways—with spectacular results in each situation .....p.24

## Container system solves shipping problems

Installation of a Tote System built around large aluminum Tote Bins has helped Amoco Chemicals Corp. solve a tricky chemical-product-hauling problem .....p.26

## Variable per diem wins shipper vote

Proposed new per-diem rates will increase car supply by speeding movement of empties and encouraging equipment purchases, say most Traffic Poll respondents ..... p.36

## How IC modernized its freight billing

A non-manual, waybill-to-freightbill process has provided faster, cheaper and errorless billing of the road's customers, plus some potentially large side benefits .....p.58

## Rail-truck combine speeds Reading LCL

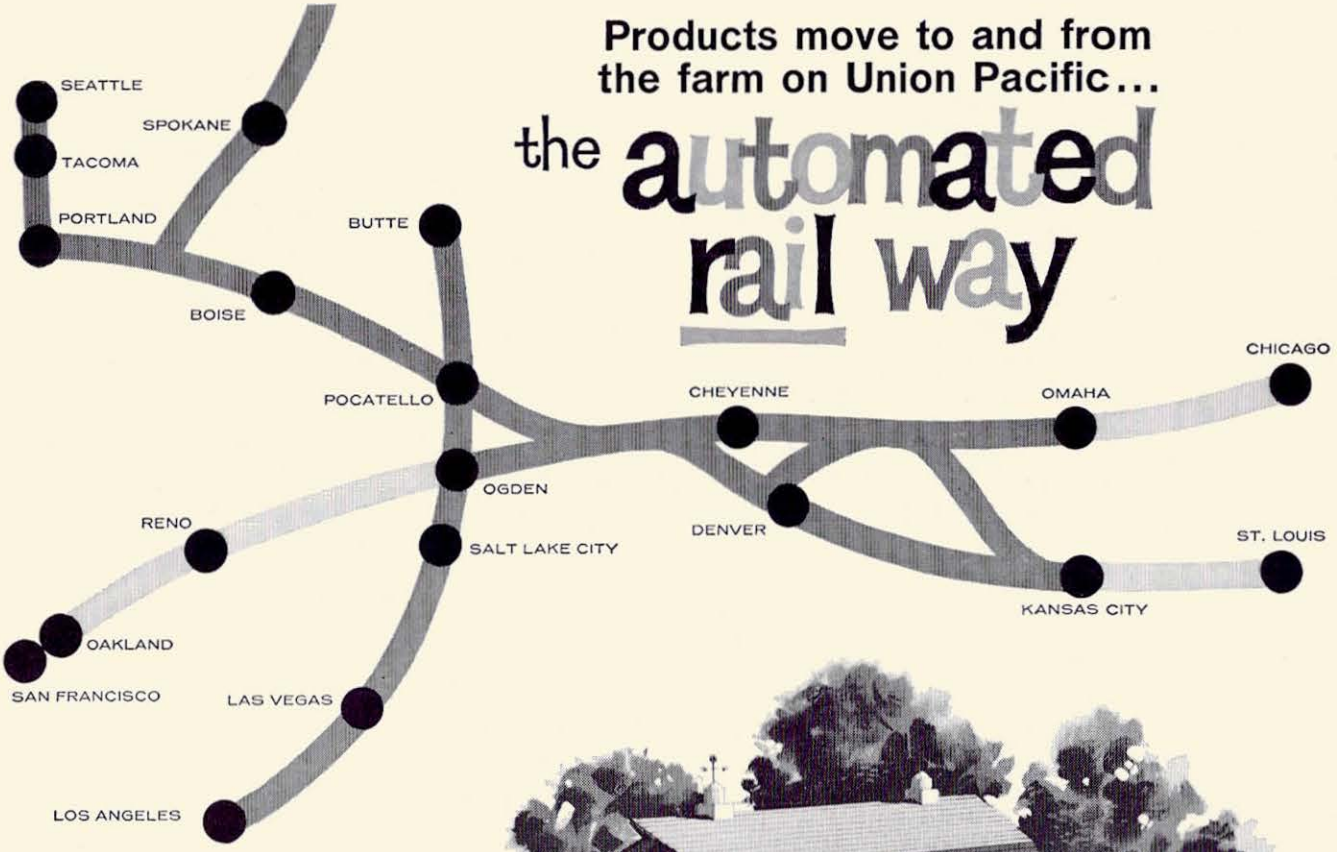
The road has speeded small-shipment deliveries by as much as a week with what it calls "the only interstate coordinated truck-rail service with no weight restrictions.".....p.60

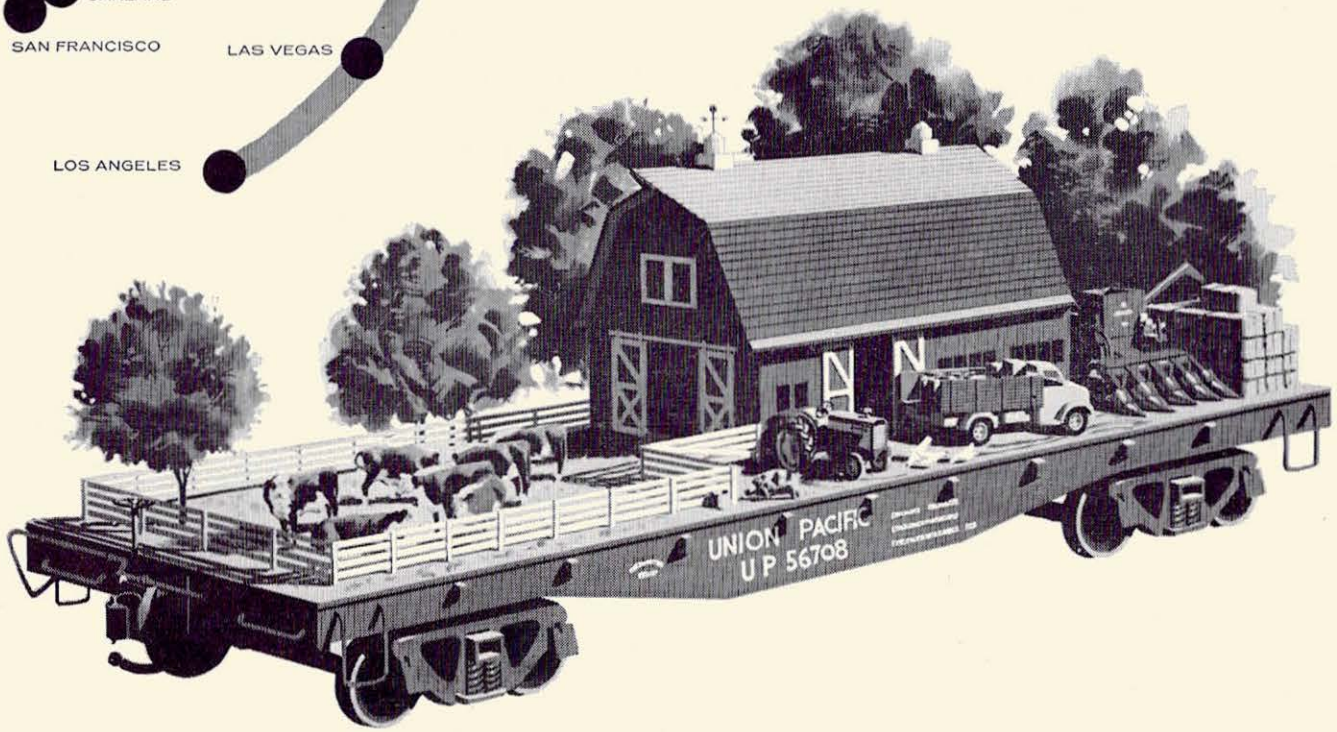
## L&N to build integral-coal-train hoppers

The 50 quick-unloading cars, especially designed for the L&N's integral-train operation, will make a 450-mile round trip in about 24 hours .....p.62

## Products move to and from the farm on Union Pacific...

# the automated rail way




Agriculture is big business in the West. Transportation is an integral part of it, for practically everything used or produced on western farms and ranches is, at one time or another, part of a rail shipment.

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# RAILWAY AGE WEEK AT A GLANCE

## Loomis sees 'fabulous' rail era

Resolution of labor disputes, mergers, and legislation can lead to a "golden age" of super-railroads, AAR President Daniel P. Loomis told the National Press Club .....**p.66**

## The Action Page—Transport in the Cabinet?

Federal transport "planning," which virtually ignores railroads, could proceed realistically if transport modes were equitably represented in the President's cabinet.....**p.72**

*Short and Significant*

## Freight-car orders . . .

are pouring in at nearly double the '62 rate. In this year's first three months, orders were placed for 15,882 new cars, compared with 8,359 in last year's first quarter.

## A strong rise in April traffic . . .

is reported by the Norfolk & Western, with coal loadings for the first half of the month up 16.8%, and total revenue carload traffic up 11.5% over the same period last year.

## Pennsylvania's first quarter deficit . . .

of $7,945,000—nearly $6,000,000 over '62's first-quarter loss—has been blamed on the longshoremen's strike, plus severe weather which ate into traffic and increased expenses.

## A name change may be forthcoming . . .

for the Order of Railroad Telegraphers, whose leaders consider the present name a misnomer in view of changes in rail communications and the union's broadened membership.

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## Current Statistics

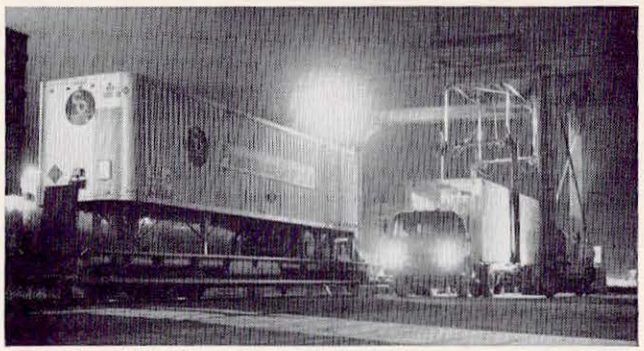
| | |
|---|---|
| **Operating revenues** | |
| 12 mos., 1962 | $9,439,894,771 |
| 12 mos., 1961 | 9,187,122,899 |
| **Operating expenses** | |
| 12 mos, 1962 | 7,418,555,063 |
| 12 mos., 1961 | 7,271,159,800 |
| **Taxes** | |
| 12 mos., 1962 | 905,083,609 |
| 12 mos., 1961 | 991,555,905 |
| **Net railway operating income** | |
| 12 mos., 1962 | 725,645,679 |
| 12 mos., 1961 | 537,694,880 |
| **Net income estimated** | |
| 12 mos., 1962 | 574,000,000 |
| 12 mos, 1961 | 384,000,000 |

| | |
|---|---|
| **Carloadings revenue freight** | |
| 16 wks., 1963 | 8,264,038 |
| 16 wks., 1962 | 8,574,095 |
| **Freight cars on order** | |
| April 1, 1963 | 21,307 |
| April 1, 1962 | 15,264 |
| **Freight cars delivered** | |
| 3 mos., 1963 | 9,545 |
| 3 mos., 1962 | 8,895 |
| **Serviceable cars** | |
| March 1, 1963 | 1,416,368 |
| March 1, 1962 | 1,459,356 |
| **Cars awaiting repairs** | |
| March 1, 1963 | 128,286 |
| March 1, 1962 | 140,470 |

# What's so "special" about Chessie piggyback?

***Special low-sided open-top trailers,*** ideal for marble, steel, heavy parts . . . offer ease of loading and unloading with lift equipment. Tarpaulin protection.

***Special high-sided open-top trailers,*** well suited for hauling tall or irregular-shaped objects as well as regular dry-van shipments. Equipped with tarpaulin.

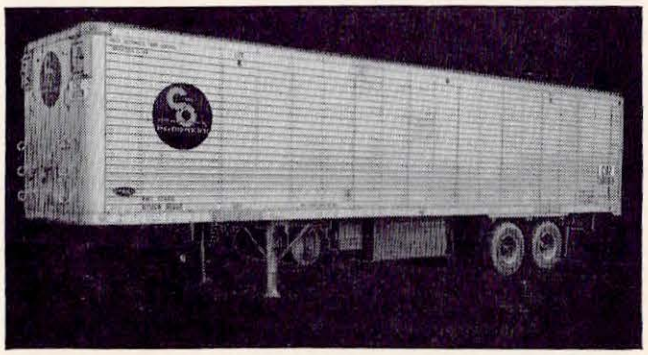


***Special insulated all-weather trailers*** are Chessie's answer for dry-van products that need protection against critical temperature changes while in transit.

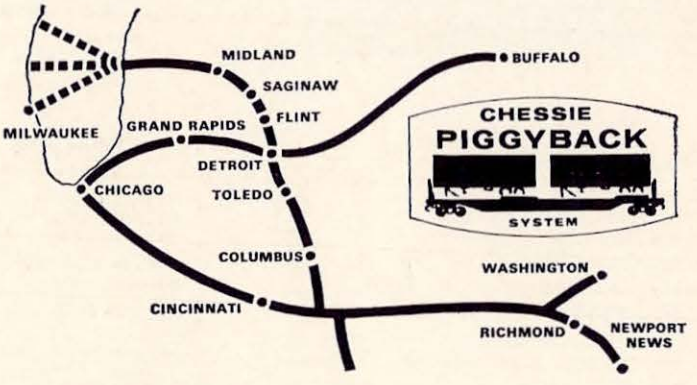
Everything — from a wide variety of special trailers to meet the exact needs of shippers, to Chessie's unique Lake Michigan Trainferry Route where trailers can take the year-round short cut to markets east or west. Special, too, is C&O's electronic Car Location Information Center, able to report to you quickly and accurately on your shipments.

Chessie's piggyback is modern, imaginative, versatile. It's a weatherproof steel expressway through the industrial heart of America. It's cross-country, with time-saving connections with many other railroads.

Your resourceful, service-minded C&O man wants to show you how Chessie piggyback can serve your *special* needs. Call him or get in touch with J. H. Suthann, Manager, C&O Piggyback Services.



***Special reefer trailers*** receive the same careful attention to their perishable contents as regular refrigerated cars do on the Chesapeake and Ohio.



*The Chessie Route*

**Chesapeake and Ohio Railway**

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# Court Upholds Competitive Rate-Making

**In its first interpretation of the rate-freedom provision of the Transportation Act of 1958, the Supreme Court says primary attention must be given to the prohibition against holding a carrier's rates up to a particular level to protect the traffic of another mode of transport.**

The so-called "umbrella rate" power of the ICC has been limited, under terms of the U. S. Supreme Court's first ruling on the rate-freedom provision of the Transportation Act of 1958 (Section 15a(3) of the Interstate Commerce Act).

Competitive rates of ICC-regulated carriers, the court said, cannot be condemned as inconsistent with the National Transportation Policy (which calls for avoidance of "unfair or destructive competitive practices" and consideration of the "needs of the commerce of the United States and of the national defense") unless such rates reflect patent disregard of costs or "genuinely threaten the continued existence of a transportation service that is uniquely capable of filling a transcendent national defense or other public need."

The ruling was a unanimous decision of the court, which was announced April 22 in an opinion by Justice Harlan. It sent back to the Commission the so-called Sea-Land case wherein a lower-court ruling (RA, Nov. 27, 1961, p. 46) had set aside a Commission order requiring that railroad piggyback rates be 6% higher than competing rates of water carriers in the Atlantic-Gulf coastwise trade. The remand will require further Commission proceedings consistent with the Supreme Court decision.

The water-carrier rates with which the Commission-condemned piggyback rates would compete are rates of Seatrain Lines, which transports freight cars on its vessels, and truck-water rates of Sea-Land Service, Inc., a coordinated operation in which highway trailer bodies or containers are transported over both motor-carrier and water-carrier segments of through routes.

● **Survival question.** The Commission based its condemnation of the railroad rates on findings to the effect that the National Transportation Policy required survival of the water-carrier service, and that such survival required that the all-rail rates be 6% higher than the Seatrain and Sea-Land rates. This determination was made despite evidence that most of the proposed rail rates would yield revenues exceeding fully-distributed costs of the rail service. Moreover, the Commission found that it could not determine on the record before it, which of the competing carriers had the "inherent advantage."

## Cost question remains

Railroad attorneys who have been following the case consider the Supreme Court's decision favorable to the railroads' position on competitive-rate issues, even though they confess some concern about how the question of comparative costs may be resolved. Such concern is based on the court's references to fully-distributed costs, but it is mitigated by the court's failure to say definitely what cost basis must be used by the Commission to identify the low-cost carrier, and thus the rate-making carrier, in a competitive-rate situation.

It is the railroads' position that fully-distributed costs have no proper role in competitive rate making. They contend that the only proper test is whether competitive rates are higher than out-of-pocket costs and compensatory in the sense that they improve net earnings.

● **On the favorable side.** First among the decision's "good points," as one informed railroad attorney appraises it, is the relegation to subordinate position of that part of the rate-freedom provision which calls for "due consideration to the objectives of the National Transportation Policy." The court made it clear that primary consideration must be given to the provision's more specific language which includes the prohibition against holding the rates of a carrier "up to a particular level to protect the traffic of another mode of transportation."

The reference to the National Transportation Policy confirmed the Commission's power to protect carriers from destructive competition, the court conceded. It went on, however, to disclaim any intention to imply that such "broad policy factors" as the call for consideration of national-defense needs could be applied by the Commission "so freely as to nullify either the more particularized mandates of the National Transportation Policy or the clear Congressional design embodied in Section 15a(3)."

Then came the assignment of priority to the section's more specific language, including its anti-umbrella provision. "Normally," the court said, "it is these

# WATCHING WASHINGTON WITH WALTER TAFT

TAFT

● **DIFFERENCES** between the work of covering political campaigns in this country and Canada were discussed recently in the Washington Star by one of its reporters, David S. Broder. He pointed out that candidates for office in Canada do not supply advance texts of their speeches. So campaigns there lack such speech-time highlights as those provided in this country by reporters "hollering into their phones, changing their early stories to conform to what the candidate is actually saying." Some reporters might have found themselves in that fix as they covered the speech made April 18 at the National Press Club in Washington by G. E. Leighty, chairman of the Railway Labor Executives' Association. The advance text of Mr. Leighty's speech, which was not withdrawn, contained an all-out attack on railroad management's position in favor of President Kennedy's call for the ending of minimum-rate regulation on the transportation of commodities in bulk and agricultural products.

**AMONG OTHER CHARGES,** the advance text had the RLEA chairman alleging that the railroads are after "freedom to drive competitors out of business with a bankrupting rate war that would be harmful to shippers, the general public and the smaller railroads." It also had him saying that the railroads, "instead of being overregulated, as they claim, have won more exemptions from federal laws designed to protect the public interest than any other industry."

**MORE MODERATE LANGUAGE,** however, came from Mr. Leighty as he made the speech. For the all-out attack, he substituted a statement which said only that the railroads are exempt "from many laws designed to protect the public," and then added: "It is true that there may be in some respects discriminatory practices against the railroads. If there are, they should be corrected in a way which won't affect the public interest."

**RLEA'S FAILURE** to support the minimum-rate proposal was not new, but the Association had not previously registered such vigorous opposition. It had stated its position as one favoring the alternative proposal, which the railroads consider unrealistic, to end inequities by repealing the present exemptions that leave water transportation of commodities in bulk and truck transportation of agricultural products free of all regulation.

● **THE MINIMUM-RATE PROPOSAL,** and other recommendations of President Kennedy's Transportation Message, come up for hearing again this week before the House Committee on Interstate and Foreign Commerce. The bills involved are H.R.4700 and 4701. On the Senate side, hearings will begin next week before the Commerce Committee's Surface Transportation Subcommittee. The Senate bills are S.1061 and 1062. Both committees held hearings last year on similar bills which were before the previous Congress.

● **THE "BIG JOHN" RATE CASE** has been reopened by the ICC for review, by the entire Commission, of Division 2's favorable decision. The case involves Southern's proposal to reduce rates for multiple-car shipments of grain in its "Big John" hoppers. It has status at the Commission as a proceeding with issues of "general transportation importance," and it was the subject of a recent decision of the United States Supreme Court which held that the Commission's tariff-suspension power is exclusive, that the courts may not extend the period for which a rate change may be stayed. (RA, Apr. 22, p. 30).

more specific considerations that should govern the lawfulness of proposed rates in a case involving intermodal competition. Only under extraordinary circumstances may the Commission properly permit them to be outweighed." Here followed the court's determination, noted above, that "to justify such a result, it must be demonstrated that the proposed rates in themselves genuinely threaten the continued existence of a transportation service that is uniquely capable of filling a transcendent national . . . need."

● **Congressional intent cited.** Another "good point" was the court's emphasis on Congress' purpose "to permit the railroads to respond to competition by asserting whatever inherent advantages of cost and service they possessed." The court went on to say that Congress "did not consciously or inadvertently defeat this purpose" when it included in Section 15a(3) a reference to the National Transportation Policy.

"The principal reason for this reference was to emphasize the power of the Commission to prevent the railroads from destroying or impairing the inherent advantages of other modes," the opinion continued. It identified the example, "which led to the language adopted," as a case "in which railroads, by establishing on part of their operations a compensatory rate below their fully-distributed cost, forced a smaller competing lower cost mode to go below its own fully distributed cost and thus go out of business."

Since the court did not spell out what it meant by "fully-distributed costs," some railroad attorneys are suggesting that the reference could be to fully-distributed cost of handling the traffic involved in a particular case—not fully-distributed cost of a carrier's operation as a whole, which, in the case of railroads, would reflect the cost of losing operations, such as passenger services.

This interpretation gained validity as the court went on, in its next reference to fully-distributed cost, to speak of cost "on particular transportation." Moreover, the court stated specifically that "selective" rate reductions are not to be condemned except on bases other than their selectivity, and that "something more than even hard competition must be shown before a particular rate can be deemed as unfair and destructive."

● **Costs up to ICC.** Finally, the court left the cost issue up to the Commission. It noted that the lower court had much to say about the Commission's methods of arriving at costs, but found it unnecessary to consider that discussion, "since we hold only that on the present record, the disallowance of the rates in question was not adequately supported."

WHAT'S NEW IN LOGISTICS?

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# Space age technology creates a 22,500 gallon tank car NINE TONS LIGHTER!

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Shipping in one of these featherweight cars with a heavyweight capacity may well figure in your future logistics.

Whatever your shipping problems, it's wise to keep in touch with North American Car Corporation. This dramatic new application of space age technology is evidence that *if it's new it's North American.*

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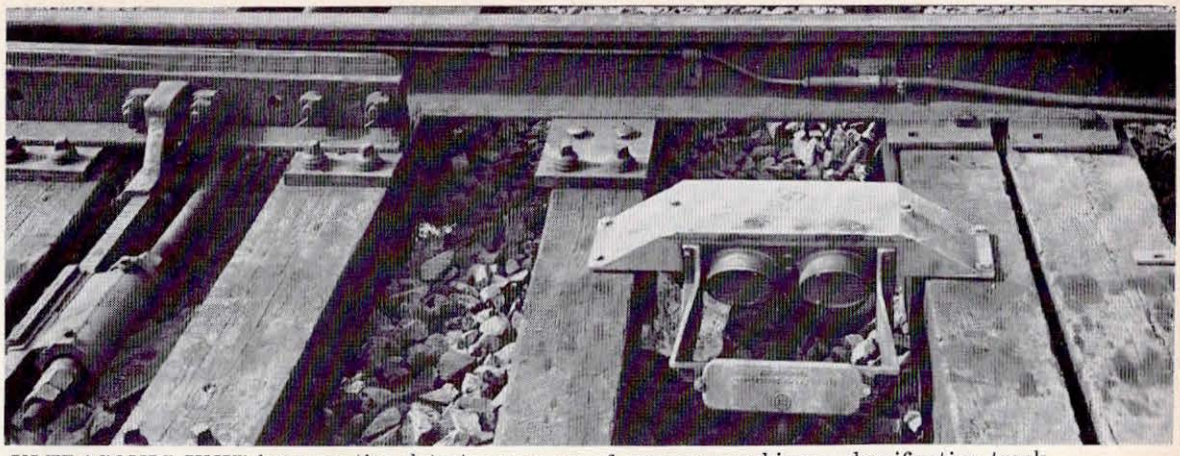
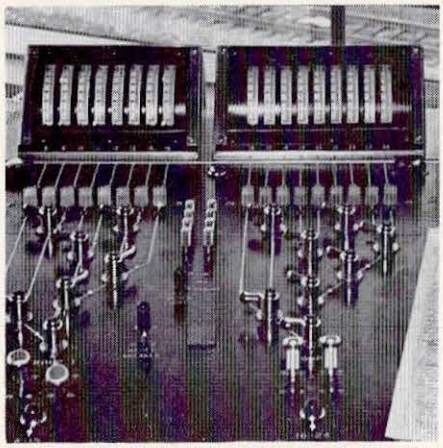


**ULTRASONIC UNIT** between ties detects presence of cars approaching a classification track power switch. Tube on rail is an electric snow melter.



**DISTANCE-TO-COUPLING** is automatically fed to the retarder controls.

**TRAINS ARE PICTURED** on a paper tape for car checking purposes in the yard office.

### Joint E-L, NKP Venture

# Bison Yard in Service

**Built at a cost of $13 million, the new electronic classification yard will speed cars through the Buffalo gateway at the rate of 3,000 a day. It was constructed under heavy traffic.**

Bison Yard, first electronic class yard to be jointly owned and operated by two railroads, has started serving one owner and will start to work for the second in about a month.

The new retarder yard, at East Buffalo, N.Y., is owned 50-50 by Erie-Lackawanna and Nickel Plate. Already in service classifying E-L trains, it will take on NKP operations about June 1.

Bison represents a $13-million investment for its co-owners. Its purpose: classification of over 3,000 cars daily at one of the East's major rail centers, with significant savings in interchange time for the owning lines, connecting roads and shippers; better car utilization; and elimination of many duplicate operations.

● **Traffic is heavy.** Emphasis on time-saving is especially important, in view of the volume of traffic handled through the Buffalo gateway—E-L and NKP received 560,000 cars from nine connecting roads last year and delivered 580,000; interchange between the two approximated 95,000 cars each way.

The new yard, on the site of the former east and westbound Lackawanna yards, will feed traffic westbound to points on both E-L and NKP, and via connecting roads north and west to Niagara Falls and Canadian points. South and eastbound, traffic will flow over the E-L. Heaviest traffic periods at the yard will be Friday through Sunday, for all three tricks.

Bison Yard is notable for several firsts and other features that make it different from other electronic yards. Among the highlights:

● The yard was built under traffic (constructed in stages), with the E-L using sections of the new yard as soon as tracks were completed.

● The electrical distribution and lighting system has 19 floodlight towers, each 150 feet high and built to withstand 150-mph winds. Severe winters necessitated electric snow melters on 240 switches, hand-throw and power.

● The yard has the first use of

a Videograph car checking system, whereby inbound trains are scanned and their pictures printed on paper tape in the yard office.

- Blue flagging system provides protection for car inspectors working in the class yard.
- Ultrasonic presence detectors are used with 55-foot detector track circuits to detect presence of piggyback and other long cars.
- Distance-to-coupling data on class tracks is automatically fed into the computer of the automatic retardation control system.

Although Bison Yard was originally designed as a modern classification facility for Erie-Lackawanna only, an agreement was reached with Nickel Plate in the fall of 1961 for its participation. Each road has an undivided one-half interest and ownership to use the yard in common. Employees and supervisors of both railroads will jointly participate in the operation and maintenance of the yard.

At the time of the agreement, some grading, and removal of trees and brush had taken place and, of course, the basic design had been established. However, with NKP's interest in the yard, designs were revised for increasing its size to handle the additional traffic.

Contingent upon NKP participation, a joint operating committee was formed consisting of T. E. McGinnis, assistant general manager, E-L; V. E. Coe, general superintendent, NKP; J. I. Michel, assistant comptroller, E-L; and W. F. Bowman, assistant comptroller, NKP. This committee worked out details of the agreement for joint operation, as well as the myriad other details attendant upon two railroads owning and operating a large retarder classification yard. Administration and supervision of the yard will be distributed between both railroads, subject to the agreement.

Because Bison Yard was started by the E-L (it let the original contracts), construction has been under jurisdiction of E-L's assistant chief engineer, maintenance of way, R. F. Bush. Since its inception, the joint operating committee has been interested in the construction of the yard and has worked with Mr. Bush, even though the committee's major interest has been working out agreements for the joint operation.

At present, Bison Yard is classifying E-L trains. Nickel Plate is expected to begin using the yard June 1, when it is anticipated that diesel servicing and car repair (spot repair system) facilities will be completed. Chesapeake & Ohio and Wabash trains which were handled in other E-L yards are temporarily running into the new yard, pending agreements between those roads and Bison Yard's co-owners.

- **Classifies 3,000 cars.** The new yard, with its 49-track classification yard, is designed to classify 3,000 cars daily. Space limitations did not permit an in-line yard, so receiving and departure yards are on either side of the six-group class yard. North yard has nine such tracks, while south yard has five corresponding tracks. Dwarf-type signals mounted two high and facing in opposite directions serve as shove signals for departure yard tracks. Illumination of the lunar-white shove signal alerts the crews to stop shoving to avoid fouling leads on the opposite end of these departure tracks.

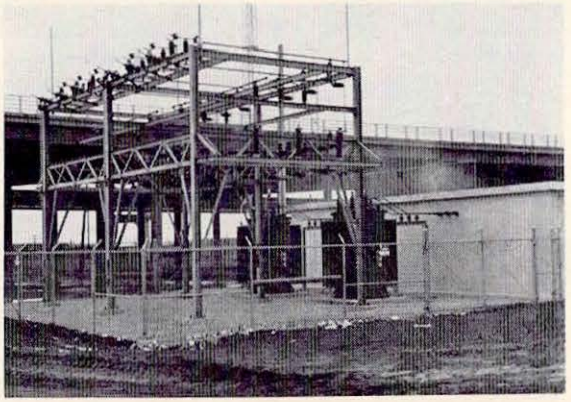
Classifying is from east to west (to take advantage of the lay of the land). Trains are pulled back and shoved over one of the two hump leads towards the crest by road-switcher locomotives equipped with radio and inductive-type cab signals. Wayside hump and trimmer signals are also provided. Trimming is performed by a separate locomotive that is radio-equipped. Although not installed, there is room to extend the second hump lead over the crest to provide simultaneous humping of two trains if future traffic warrants. There is also room for an additional class-track group north of the present six groups.

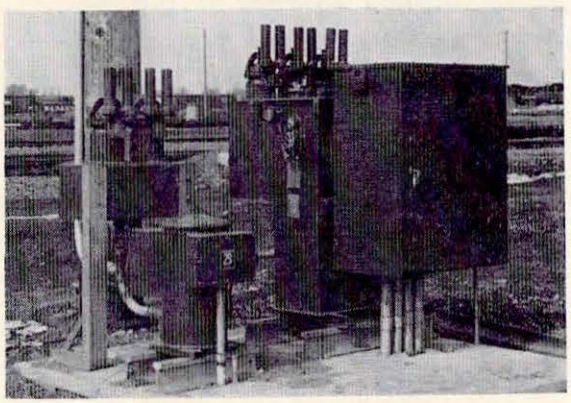
Automatic switching (hump conductor presses numbered buttons corresponding to class tracks) and automatic retarder control is provided by General Railway Signal Co.'s Class-Matic II system. Piggyback cars are to be humped as single-car cuts.

To prevent cars from fouling leads at the bowl end of the class yard, Racor inert retarders (made by American Brake Shoe Co.) were installed on each of the 49 class tracks.

To expedite movement of trains into and out of receiving and departure yard tracks, non-interlocked model 6A power switches were installed. These switches, controlled by an operator in the west-end yard office, have only an operating rod and are equipped with a switch-circuit controller.

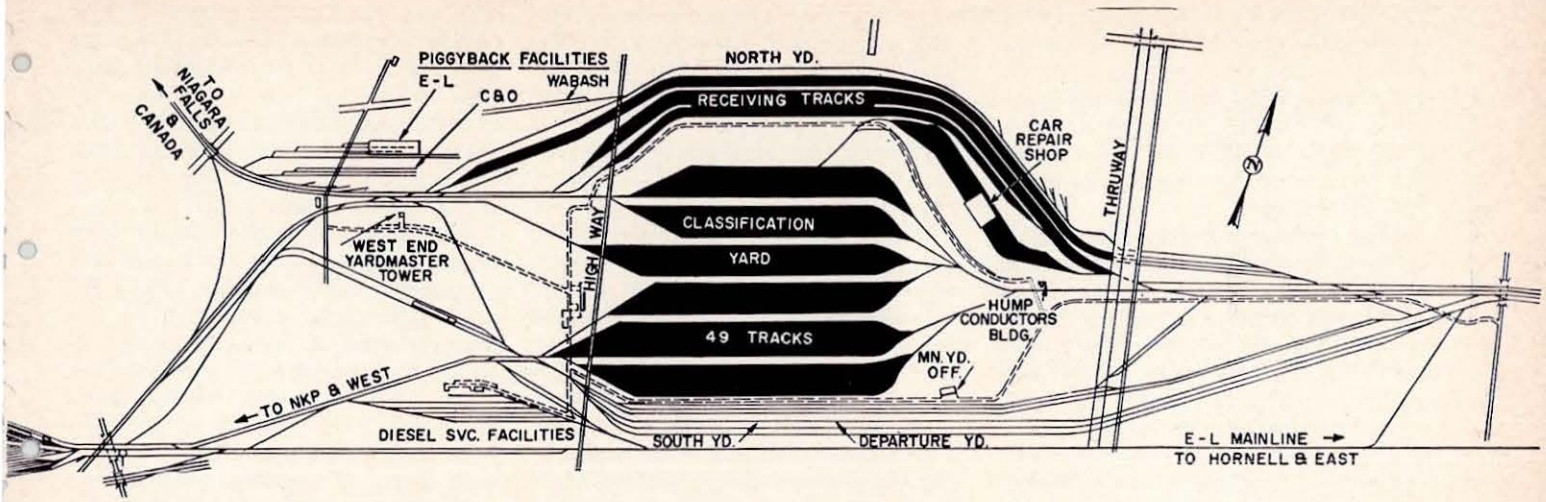
- **Extensive communications.** Several communications systems were provided to insure efficient operation. Western Railroad Supply Co. was the contractor for installing the communications facilities. Seven talk-back speaker systems, three two-way radio systems, three pneumatic tubes, printing telegraph equipment and PBX dial telephones off existing exchanges were installed. Made by Electronic Communi-





## Lighting and Power Distribution

Floodlight towers 150 feet high concentrate the light where needed. Primary power has dual feeds to 37.5 kva transformers (top). Distribution is to self-contained transformer banks (below).




BISON YARD is adjacent to the E-L mainline (bottom of map). Yard was built under traffic.

cation Equipment, Inc., the loudspeaker systems have a total of 178 talk-back speakers, each controlled by the following personnel from office consoles: general yardmaster, west-end yardmaster, retarder operator, west-end operator (controls non-interlocked power switches), train-yard foreman, car-repair foreman, and hump conductor. Intercom circuits connect these consoles to provide instant two-way communications. Facilities have been provided whereby the general yardmaster can, when required, take over individually or collectively the west-end yardmaster system, the car-repair foreman system and the train-yard foreman system.

The three VHF radio systems (Motorola transistorized equipment) are designed to operate as independent entities. One of the systems is under the control of the hump conductor and is used by him for communication with the hump engines. Only the hump conductor has access to the transmitter in this system. However, a monitoring facility is provided whereby the general yardmaster and west-end yardmaster can monitor the transmission.

A second radio system is provided for communication with the trimmer engine and also with road trains of E-L and NKP. This system is controlled by both the general yardmaster and the west-end yardmaster. In addition to the E-L base station (yard and road frequencies), an NKP base station was provided. To obtain good coverage to road trains, the antennas for the E-L and NKP base stations are atop 150-foot floodlight towers, as are the other radio-system base-station antennas.

The car inspectors' radio system is controlled by the train-yard car foreman and provides not only for communication between him and the car inspectors, but also for instant two-way communication between car inspectors. This system consists of separate transistorized transmitters (160.95 mc) and receivers (161.55 mc) carried by the inspectors in a belt around the waist. The units work with three receiving base stations and one transmitting station. A voting circuit selects the strongest received signal, which is sent via wire line to the transmitter and the train-yard car foreman's console.

## Three tube systems

Three Kelly pneumatic tube systems are provided to transmit such things as waybills and switch lists to proper personnel with minimum delay. One 6-inch tube system connects the east-end entrance to the yard with the general yard office. To enable conductors of inbound trains to put their waybills into the tube system without stopping the trains, an ingenious conveyor-belt-and-hopper unit was installed. The conductor is provided with a conventional pneumatic tube carrier in which to place waybills. As the train approaches the hopper, occupancy by the train of a track circuit actuates a 40-foot conveyor belt. As the caboose passes, the conductor lobs the carrier into the hopper and the conveyor moves the carrier into the tube system. The second 6-inch pneumatic-tube system connects the west-end yardmaster with the general yard office. An access point to this system is provided approximately midway between the two terminations. This access point enables inbound train crews to use the facilities of the system.

A third 3-inch tube connects the general yard office with the hump conductor, general yardmaster and retarder operator. This system permits quick distribution of train switch lists.

IBM-Teletype equipment is used at the general yard office for preparation of switch lists and train consists. The teleprinter system connects the general yard office with the nearest advance train-consist relay points (major yards). Westbound consists are sent simultaneously to Conneaut, Cleveland and Bellevue, Ohio, on the NKP and to "BX" office at Buffalo and then to Meadville, Pa., on the E-L. Eastbound consists are sent to "BX" office at Buffalo and then to the E-L yard at Hornell, N.Y.

At the spot-repair car facility, a car-reporting recording system will be installed enabling the general car foreman to record the necessary information required for accounting of car repairs. An electronic tape-recording device in the car-repair office will be actuated by the foreman pressing a pushbutton on a telephone handset plugged into any of several outlets along the repair tracks.

● **Built under traffic.** Because Bison Yard occupies the site of the former DL&W east and westbound yards, the new yard was built under traffic. Design had to take into account highway and railroad overpasses at the east and west ends, the Lehigh Valley mainline on the south, and industries on the north. These factors and the contour of the land determined where the class yard and hump would be located.

As E-L was using the former DL&W yards, the new yard had to be built in stages. One of the first steps was construction of what is now the south yard. Land was cleared and graded. New tracks, using 130-pound rail obtained from other areas of the E-L railroad (portions of double main track removed when mainline was single-tracked and equipped with CTC) were laid using the panel method. After several tracks were connected to other sections of the yard, these tracks were released to the operating department for its use. In turn, the eastbound yard was taken out of service, and new tracks were laid after grading and the

installation of drainage facilities. One of the last stages was removal of the former westbound yard. Portions of the former Erie yards and the NKP yards will be used for local purposes. Tracks not required will be removed and the land made available for industrial development.

This type of construction required considerable flexibility on the part of the operating departments to keep traffic moving. Other yards, such as Meadville and Hornell, helped reduce Buffalo switching requirements by pre-blocking cars for connections at Buffalo. Similarly, Buffalo was able to send blocks to these yards without any presorting, so that finer classification was performed at Meadville and Hornell for cars destined to these points and beyond. Nickel Plate, and also Wabash and C&O, performed blocking or presorting of cars for E-L to help reduce its switching load during construction of the yard.

NKP trains will enter and leave Bison yard over double-tracked access routes acquired by Nickel Plate.

During construction of the yard, some problems were encountered because of working under traffic. For example, some earth under the former yard could have been used in the initial phases of yard construction. Two borrow pits east of the yard were used to provide earth where needed.

Similarly, the drainage problem was magnified by constructing the yard in stages with sections of the yards still in service. Drainage was a big problem, reports Bernard Dexter, E-L resident engineer, and was not helped by the soil conditions—foundry sand, slag and cinders on top of the ground and a layer of clay beneath with water in between. By spreading these materials in the swampy areas alongside the yards and building an extensive drainage system, the problem has been solved. Main drains, 30 and 24 inches in diameter, are parallel to yard tracks. Lateral drains are 18 and 24 inches. Drainage pipe is perforated, with an asphalt-coated asbestos bonded to corrugated galvanized steel. This drain pipe was chosen because the perforations handle the drainage better than tile and lower the water table.

Only 130-pound rail is used in the new yard. New 130-pound rail was purchased for use over the hump, the crest and down to the clearance point on the classification tracks. After the relay rail panels (one rail-length long) were laid in the new yard, ties were inspected and those not up to standard were replaced. Stagger in the rail joints was obtained by pulling the rail after the panels had been laid.

To assure that track over the crest of the hump and class tracks are kept at proper grade, permanent top of rail grade stakes will be set every 25 feet over the crest of the hump, every 50 feet to the clearance point in the class tracks and then every 200 feet down the class tracks. Permanent bench marks have been set on the concrete foundations of the 19 floodlight towers.

● **Lighting system.** Although not quite turning night into day, Bison Yard's floodlighting provides a minimum light level of one-half foot-candles, rising to 10 foot-candles at the retarders and reaching a maximum of 20 foot-candles at the crest of the hump (conservative ratings). Mounted atop each of the 150-foot floodlight towers are incandescent, 1,500-watt bulbs with spun aluminum reflectors. A tower at the crest of the hump and two in the retarder area have a second set of lamps mounted at the 85-foot level. Control of the lighting for each tower is by a photocell mounted at the 38-foot level. Lights are automatically turned on when the ambient light level falls to 3 foot-candles. The photocells face north, and the narrow-beam floodlights are focused in an east-west direction so that the photocells will not receive enough illumination from the floodlights to turn them off.

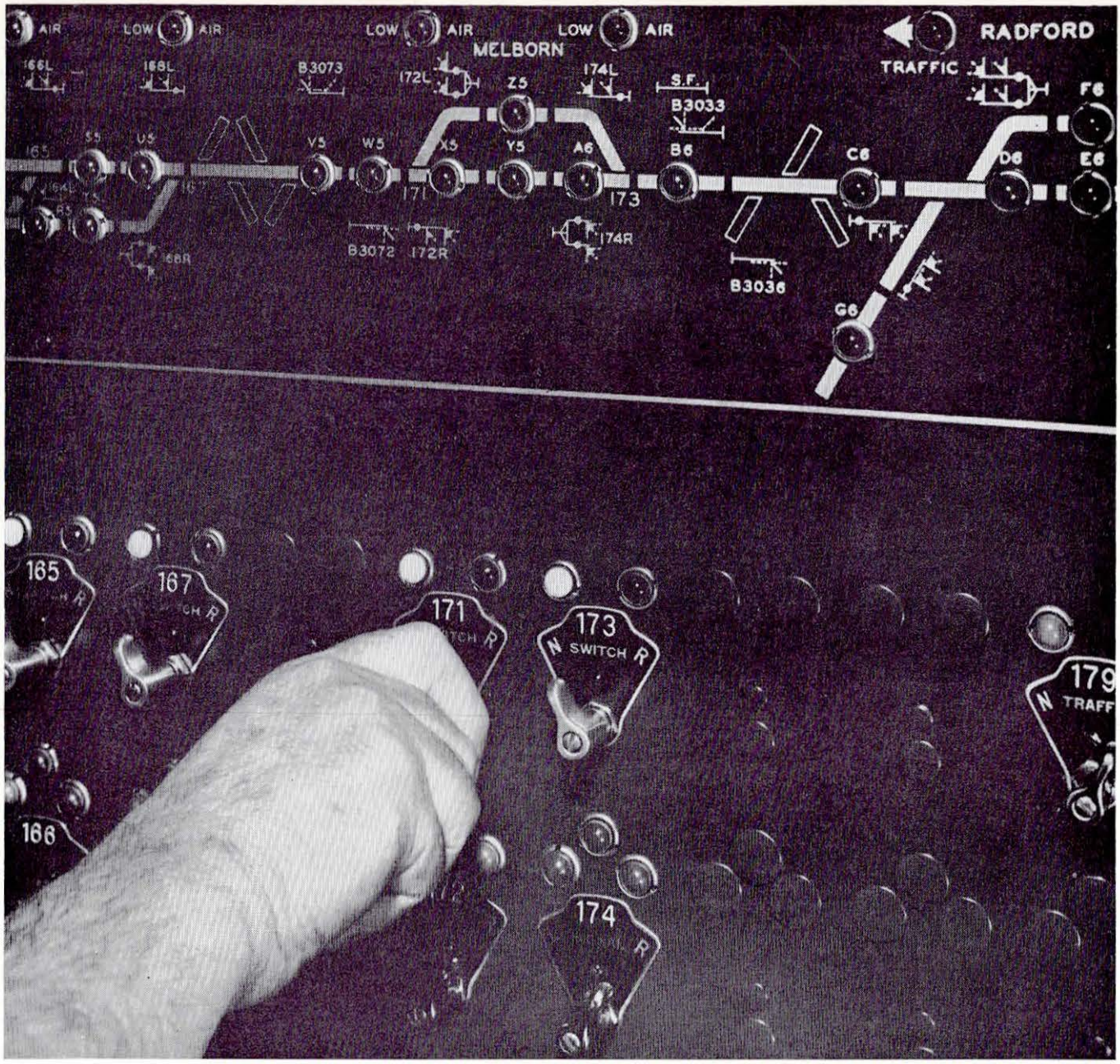
Each of the light towers is 150 feet high and built to withstand 150 mph wind loading. The use of towers was preferred because of high winds and blowing snow in the winter. The high winds prevalent in the area, it was felt, would probably damage a catenary lighting system (where strings of lights are hung low on catenaries over the tracks). The tower system was considered most desirable and allowed the use of narrow-beam floodlights to concentrate the light where needed.

Primary power for the yard is supplied by dual 34.5-kv three-phase aerial feeders from Niagara-Mohawk Power Co. through two 3,750 kva transformers to provide a yard distribution voltage of 4.8 kv. Both incoming feeders are energized, but either can supply the entire power requirements of the yard if and when necessary. To supply power for the floodlighting and other facilities in the yard, electrical distribution is provided by seven 4.8-kv radial feeder circuits supplying 17 three-phase transformer substations at

*(Continued on page 21)*

## Retardation at Both Ends

Master (above) and group retarders are electric, while the inert retarders at the bowl end of the class tracks (below) are spring loaded to stop rolling cars. Retarder operator has a tower office (left).




# Formula for faster freight . . . 68.6% CTC=E

Some 68.6% of all signaled road mileage on the Norfolk and Western is equipped with Centralized Traffic Control. A higher percentage than any other major railroad. Equalling: Efficiency. Electronic switching cuts stops, reduces delays. Freight trains travel on faster schedules. They slip in and out of sidings in a fraction of the previous time. Fingertip control of trains 50 or 100 miles away means greater speed, dependability and safety for your shipments when they travel on the N&W.

More CTC per mile of line is typical of the N&W's emphasis on more service for the shipper. We've spent more than $730 million since World War II for new plant and equipment . . . new cars, new yards, new shops. To you this means more efficient service, and economy unequalled by other forms of transportation. For dependable transportation by a service-minded company, contact your N&W representative.

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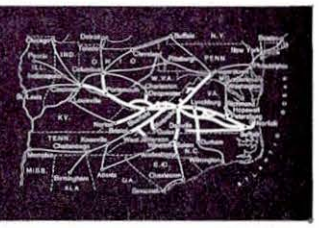

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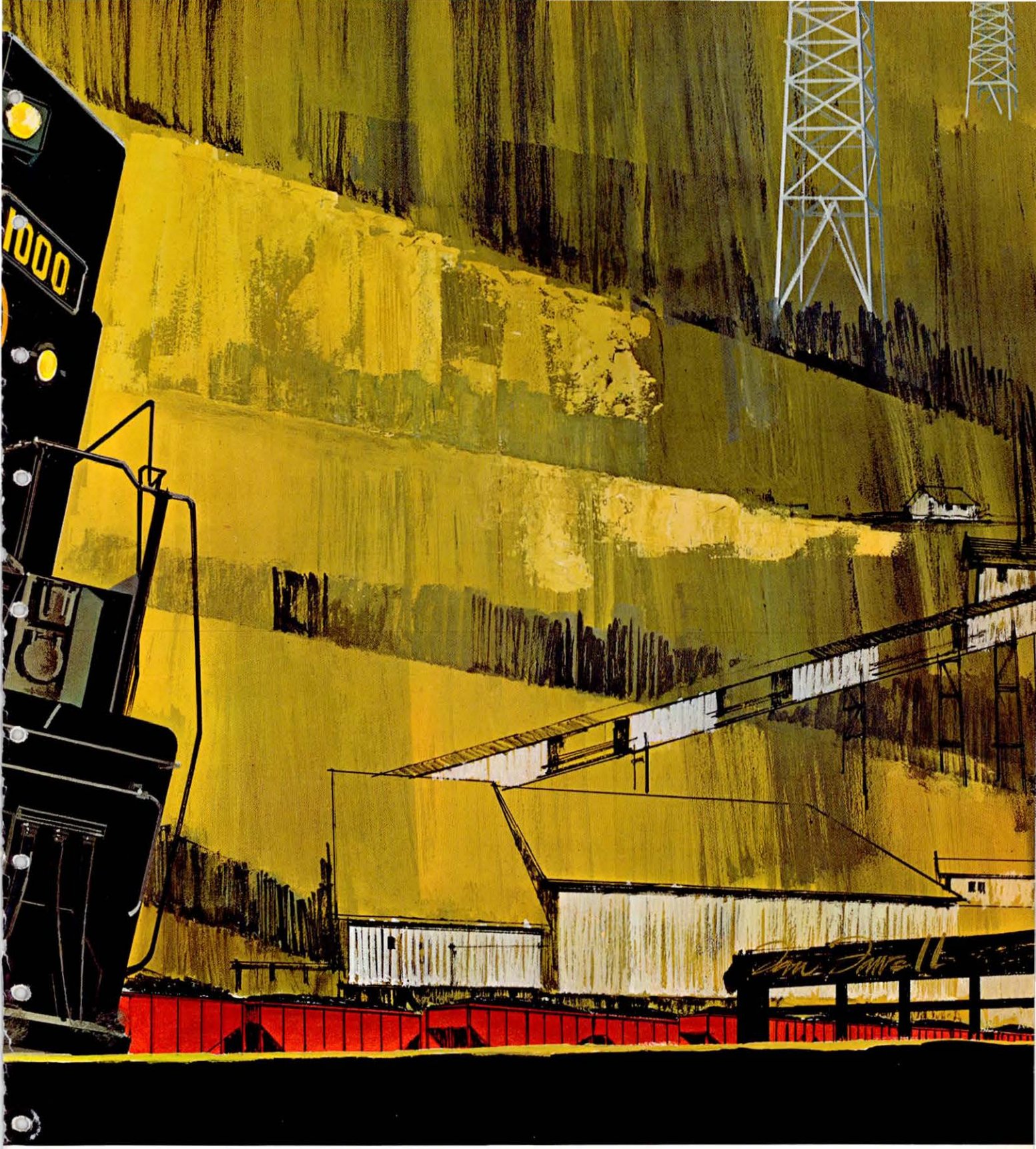
On the Norfolk and Western . . .

the Revolutionary GP-30



The 44 new GP-30 Diesel locomotives, now in service on the Norfolk and Western Railway, will move more gross ton-miles per freight train hour at lower operating cost than ever before. And the broad-range capability built into the 2250 hp GP-30 ideally fits the needs of the N&W: heavy-tonnage coal haul today . . . fast freight tomorrow. General Motors reliability, dramatic maintenance reduction and greater capacity means fewer units are needed to meet the N&W's heavy freight schedules. The N&W takes a giant step ahead with the revolutionary GP-30.

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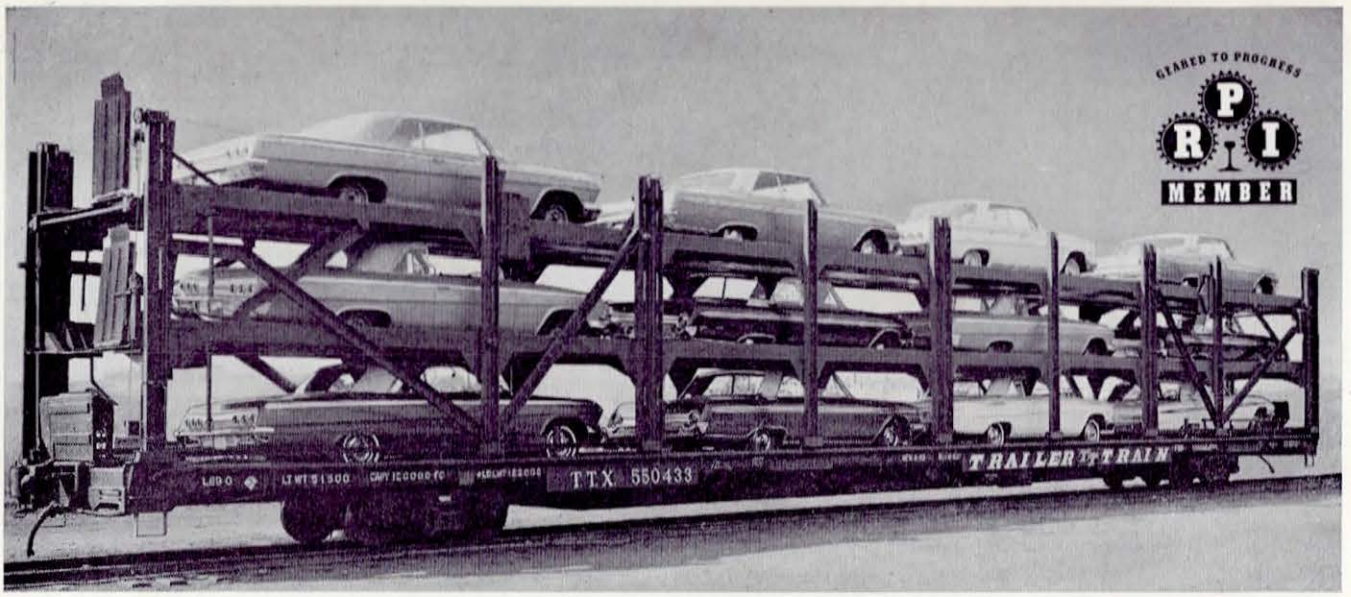


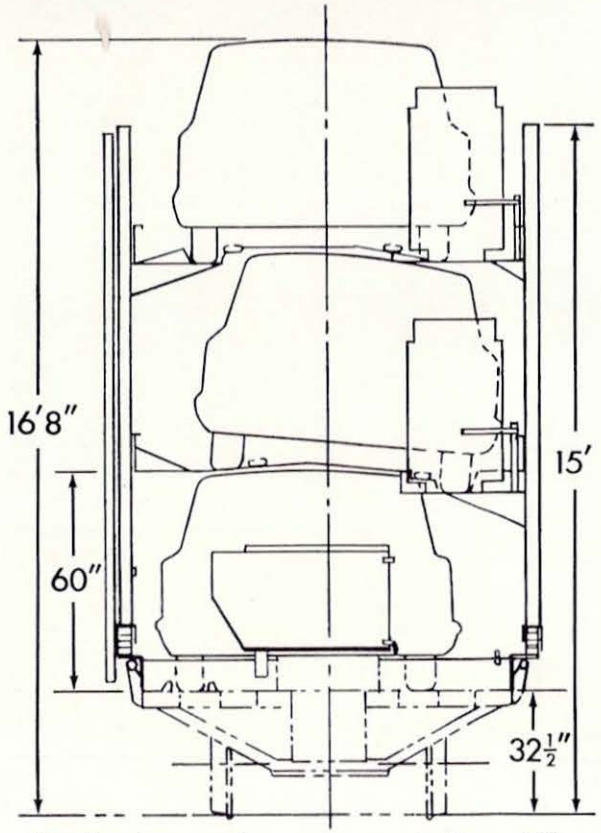

The Dana R-3 Rack measured 16′ 6⅝″ from top of rail to top of load, as shown above at a recent public demonstration.

# DANA LOW-CLEARANCE RACKS ROLL THROUGH TIGHT TUNNELS

## Roads with Problem Clearances Can Now Handle Auto Traffic

A new Dana-designed Auto Rack, mounted on 89′ low-clearance flat cars—allows railroads to make tri-level shipments where overhead clearances are 16′ 10″ or more.

The R-3 is designed for compatible *through loading* with other tri-level racks. All deck areas are clear. No blisters or special positioning of automobiles is required. Ends of racks are elevated for unloading—and lowered upon completion of loading. The operation is fast and simple using a conventional electric wrench. Cushioned with Dana's proven *Shear Pads*, the R-3 Rack reduces impact forces 50% to 75%.




Dana's unique nesting arrangement allows 60″ deck spacing with only 16′ 8″ overall clearance.

***FOR FULL INFORMATION CONTACT:***

DANA Spicer **DANA CORPORATION** Dept. 86, Toledo 1, Ohio

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# Buffalo's New Bison Yard

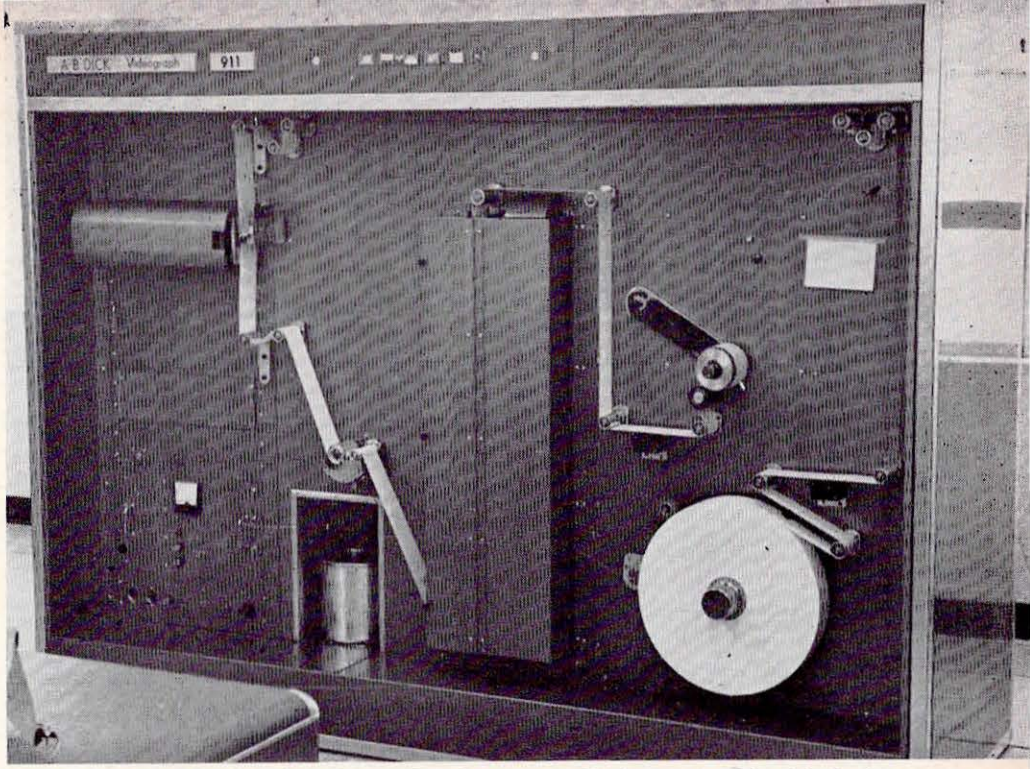
*(Continued from page 16)*

load centers. These feeder circuits consist of three single aluminum conductors, mounted in a triangular ceramic spacer suspended from an Alumoweld messenger that is grounded. Ground rods are driven at every fourth or fifth pole, and resistance to grounding is one-half ohm or lower. The substations are at ground level and have self-contained transformer banks. At each substation 4,800 volts from the aerial distribution line is dropped down the pole to an oil fuse disconnect to the transformer primary. The transformer secondary is Y-connected providing 277/480 volts on the secondary for distribution directly to loads. This 277/480 volts was chosen because it is an economical voltage for distribution and provides a safe voltage ground, reports the Harry F. Ortlip Co., electrical engineers and constructors for the yard. Distribution from the transformer substations is by underground cable.

Because of possible heavy snow and ice conditions at Bison Yard during the winter months, all 240 power (GRS) and hand-throw switches (Ramapo-Ajax model 22, trailable) are equipped with Rails Co. electric snow melters. For the power switches, the snow melters are rated at 8 kw, using a rod rated at 500 watts per foot; and on the hand-throw switches, the snow melters are rated at 4.6 kw (300 watts per foot).

Snow melters in the class yard are controlled from the retarder operator's location; melters at the east end of the yard are controlled from the general yardmaster's office and those at the west end of the yard are controlled from the west-end yardmaster's office. When the snow melters are to be operated, the control circuitry is through a ratchet timer so that the melters are turned on in groups of about 200 kw, thus preventing overloading by connecting the entire load on the line at one time.

An Onan 85-kw standby power plant is in the basement of the general yard office to provide emergency 480 volts, 3-phase AC for retarder and signal operation. The unit cuts in automatically if commercial power fails. The retarder operator and the general yardmaster are in the tower of this building. Automatic retarder and switching control equipment, as well as the radio station equipment and talk-back speaker system amplifiers are in this building—the signal and communications nerve center of the yard, hence the need for emergency standby power.




**TRAIN PICTURE** is developed and printed out on a roll of paper tape by this device.

● **Train picture.** A new feature of Bison Yard is the use of the A. B. Dick Videograph system for car-checking of inbound trains. The system scans a train or cut of cars moving at speeds ranging from 4 to 35 mph and immediately provides a black-and-white printed picture of each car, showing all identification features of the car on a 2¾-inch paper tape at the general yard office. A clerk checks the advanced Teletype train consist against the picture of the arriving train.

## Scanners at yard entrances

The system consists of three scanners and three printers interconnected by means of underground video-pair cable. Scanners are located at entrances to the yard, and printers are located in the yard office. Normally a printer is associated with each scanner. However, if needed, any one of the three scanners may be used with any of the three printers. One scanner is approximately 9,300 feet east of the yard office and has a wide-band amplifier approximately midway between the scanner and the printer. The other two scanners are about 4,000 feet west of the yard office and do not have intermediate amplifiers. Each scanner is located in a T-shaped building which spans the track and forms a tunnel for a distance of 40 feet. The scanner is mounted on a heavy concrete base in a compartment in the end of the T of the building.

Cars are scanned through a narrow vertical slot, 3 inches wide. The side of the car is lighted by a bank of nine 500-watt floodlamps mounted vertically on a frame attached to the wall and close to the vertical slot. On the wall opposite, the slot is a fluorescent light tube to provide a distinctive white separation between cars for the scanners' viewing field.

The individual scanner, flood lighting and associated printer are placed in operation by a train or cut of cars occupying a track circuit in approach to the scanner. The scanner and light source were enclosed in the T-shaped building to minimize the effects of weather and differences in lighting between daytime and night on the operation of the system.

Operation of the Videograph car-recording system is automatic, requiring only that the operator load a fresh supply of paper and liquid toner as necessary and remove the printed output roll.

The scanner is a mechanical-optical device designed to scan a narrow, vertical area of a moving freight car. While it is scanning a vertical distance of about 10 feet, the movement of the car itself provides the horizontal component of the picture. The scanner consists of a lens arrangement, a high-speed rotating prism, a photo-multiplier tube and electronic circuiting for converting light images into television-type signals. Use of a mechanical-optical scanner rather than a television camera permits obtaining maximum reliability at no sacrifice in picture quality.

The scanner transmits a wide-band television-type signal, which can be transmitted over coaxial cable, video pair or microwave. Coaxial cable or video pair are usable over distances of a few miles when wide-band amplifiers are used at one-mile intervals.

The printer utilizes a special cathode-

ray tube for electrostatic printing at a speed of 3 feet of paper tape per second. This development uses a matrix of fine wires permanently fused in the face of the cathode-ray tube at a density of approximately 250 wires per linear inch in one or more rows across the tube face. A series of tiny electrostatic charges are placed on the paper as it moves past the face of the tube. The pattern of these charges is in the form of the image being scanned. Charges are then developed into the image by application of a black-dyed liquid toner which adheres to the paper only in the charged areas. After development, the paper is airdried and fixed for permanency.

Paper used in the printer is coated with a non-sensitized plastic base coating. One side is coated for proper conductivity and the other side for required insulating properties. This results in an inexpensive paper stock which permits optimum printing quality. The paper tape is 2¾ inches wide and comes in 6,000-foot rolls.

The printer features smooth, silent operation. The speed is adjustable according to speed limits previously established for car or train movements. Should a car move slower or faster than the established speed, it merely results in either an elongated picture for slower speed movements or a shortened picture for higher speed movements. Normally a picture of an average freight car occupies about 12 inches of paper tape.

To handle the printed tape records quickly and efficiently, a small desk-top viewing device is used to handle the printed output rolls of the printer. A foot pedal facilitates starting and stopping the viewer, thus leaving the operator's hands free to handle waybills, check consists, and to prepare switch lists. A narrow band along the edge of the paper tape is left blank for any special notations (arrival time and train number, for example).

It is expected that the Videograph car-recording system will eliminate need for manual car recording at the entrances to the yard. Identification will be speeded up and errors and delays associated with manual recording will be reduced.

A standby car-recording system uses a magnetic disc recorder remotely actuated by pressing a pushbutton on a telephone handset at scanner locations.

● **Blue flagging.** A special system of protection has been set up to protect car inspectors working on transfer-cut cars in the classification yard. Two blue-flagging switch-key controller panels are at the west end of the classification tracks. These controllers provide means for supplementing blue-flagging requirements under operating rules. The device electrically locks a switch leading to the selected class track, ensuring that the retarder operator (or the automatic switching system) cannot route a car into the track under blue-flag protection. Tracks selected for the blue-flagging system can be used to classify transfer and/or local cars. By eliminating the need for setting these cars over into the departure yards, the cars are inspected and depart directly from the classification yard.

Operation of the blue-flagging device works as follows: When it is necessary to blue-flag a class track, a car repairman calls the retarder operator on the talk-back speaker system and requests permission to use a certain track. The operator positions the switch at the entering (east) end of the class-yard track in a manner preventing entrance of the car into such track, and places a pin in a hole corresponding to the track being blue-flagged. The pin breaks a switch control circuit so the automatic switching system cannot route a car to the track that is to be blue-flagged and displays a flashing light on the field key controller. Next, the retarder operator notifies the car repairman that the track may be blue-flagged. The carman then inserts a switch key in the key controller marked Cut-Out under the track number of the track to be blue-flagged. Turning the key activates a circuit electrically locking the entering switch to that track. When the route is properly locked, the light indicator in the key controller panel changes from flashing to steady.

## Removal of blue flag

When work is completed and the blue flag is to be removed, the carman again contacts the retarder operator to advise him regarding removal of the blue flag. The operator must first restore the switch involved to the automatic position, and then remove the pin from the proper hole. This extinguishes the light on the carman's key controller panel. The carman then inserts the key, turns it clockwise and back, then removes it. The operator then checks the switch manually for proper control and correspondence.

● **Presence detector.** Ultrasonic presence detectors are used at Bison Yard in conjunction with 55-foot impulse-type track circuits in the class yard. Detectors are equipped with a heater under the reflector plate to melt ice and snow. Here, as explained by GRS engineers, is a description of the operation of the ultrasonic detector:

"It operates in parallel with the existing detector track circuit in such a way that the length of the detection zone is, in effect, adjusted in proportion to the length of the car. As a result, extra-long cars are handled automatically, the same as normal-length cars. The ultrasonic, track-mounted sensing unit is located within the circuit, approximately at the switch points. Thus, although an extra-long car can span the track circuits, it is still protected by the presence detector, thereby preventing switch movement until the trailing trucks of the car are off the track circuit."

● **Distance to coupling.** One of the other new features of the Class-Matic II automatic yard-control system at Bison Yard is the automatic correction for car count distance-to-coupling. As stated by GRS engineers, the automatic DTC feature works this way:

"The development of an automatic correction for car-count distance-to-coupling provides a means of measuring the actual distance to the coupling point. This corrects for errors resulting from the variations in car length and changes in the coupling distance caused by stalls or the pulling down of cars. The problem of the car-count system was not knowing where a car stopped. Now a track circuit is used to measure the distance to coupling. It is a constant-current track circuit; the voltage changes as the track fills up. A motion detector has been provided to sample the voltage to determine whether cars are in motion on a track. If not, the impressed voltage is used as a correction factor.

"The Class-Matic ARC distance-to-coupling system provides the following for each classification track:

"(a) A storage of the count of cars whether positioned by actual count, automatic correction when called for, or manual correction.

"(b) Lights to indicate occupancy of each clearance-point track circuit; and a numerical display, to indicate distance-to-coupling (DTC). This information is based on car-count storage for any track manually interrogated, with a maximum capacity of 60 cars.

"(c) Automatic correction of an empty track to the correct DTC in accordance with track capacity.

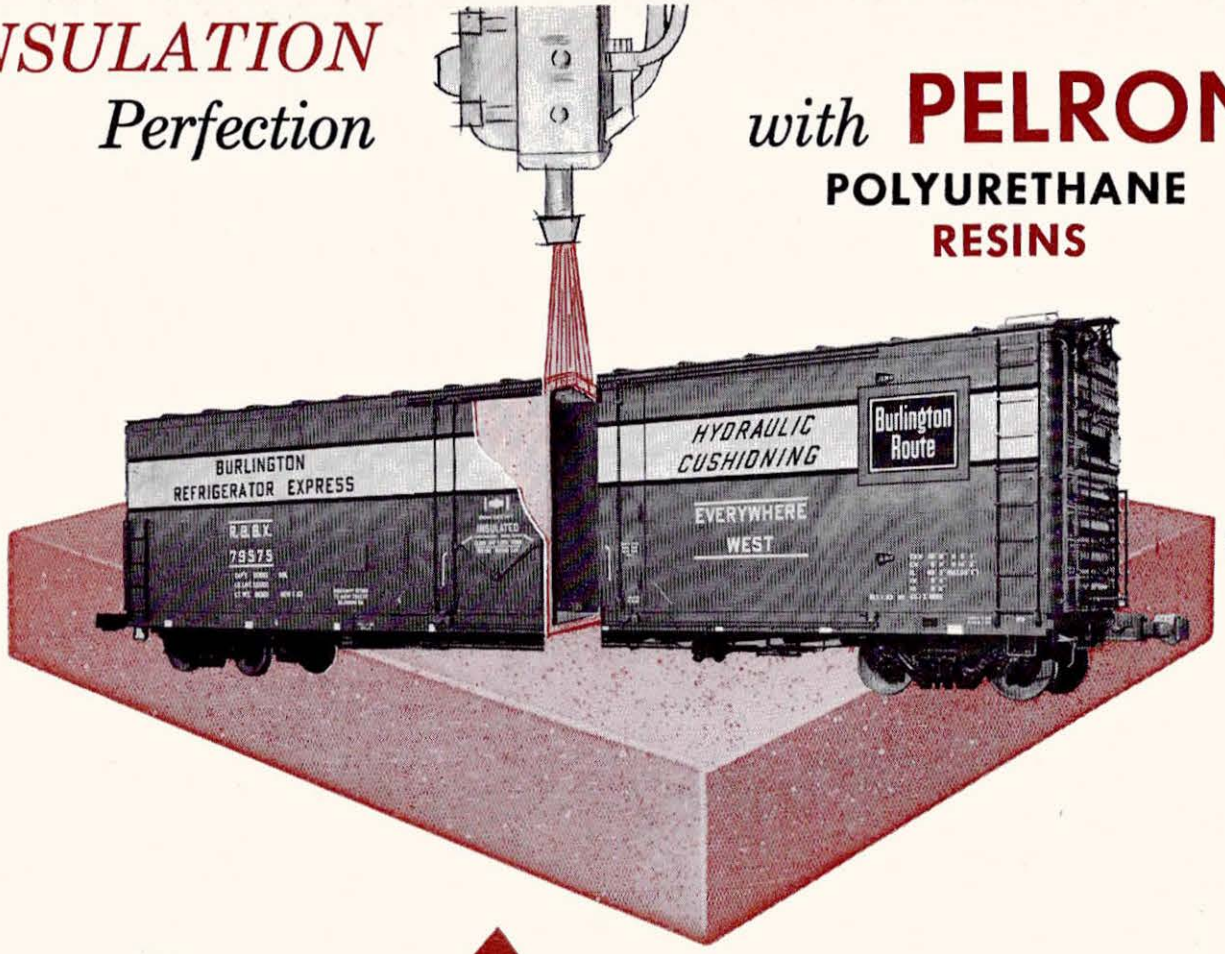
"(d) Automatic correction of any track to the correct DTC in accordance with the position of the last car.

"(e) Provision for manual correction (increase or decrease of DTC) for any track in case of automatic failure.

"(f) Provision for manual correction (decrease of DTC only), in case of stalling outs when system is in automatic.

"(g) Automatic positioning of computer relays to form a code representing DTC for a car or cars about to enter a group retarder."

# *INSULATION Perfection* with PELRON POLYURETHANE RESINS




Burlington Railroad, pioneers in the use of Pelron polyurethane resins, working with an application development perfected by Frank J. Schaaf of Sterling Refrigeration and Engineering Co. has obtained outstanding results.

Four years after heat transmission tests were made on the original installation, these tests were again repeated and the results duplicated the initial satisfactory pattern. The heat transmission factor and the stable condition of the polyurethane proved to be as effective and in an identical condition as the day on which it was first applied.

**Write for technical Bulletin No. RR4** — and a reprint of feature article from Railway Age (March 11) defining Pelron's resin, its method of application and results related to railroad insulation.

**PELRON CORPORATION**
LYONS, ILLINOIS

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permanent insulation for the life of the car. Pelron polyurethane will not sag, settle or powder with the movement of the car and retains both insulation and effective extinguishing qualities.

eliminates the chance of fire . . . self-extinguishing. No additives used, fire retarding is obtained by the glycol produced by Pelron.

low heat transmission, K factor of .110. Ideal for loads requiring heat and cold protection with or without mechanical means. Thinner wall designs permit greater payload . . . safer!

resists moisture. Completely air tight and waterproof. Pelron resin is applied as a liquid and completely seals all cracks and seams providing an envelope of strong insulating protection.

only Pelron polyurethane insulating foam gives you all these cost saving features. Permanent insulation, inherent self-extinguishing, moisture-proof low heat transmission and ease of application.

now for the first time an acceptable insulation resin that was specifically developed for transportation . . . proven by over four years use in railroads surpasses all railroad requirements and expectations.

# Shippers, Carriers Cut Damage Claims

**Ford Motor, P. Ballantine & Sons and Green Giant, with railroad cooperation, approached differing freight-damage problems in differing ways—with spectacular results in each situation.**

Prevention of in-transit damage can be a complicated matter—with various shippers needing various transportation "ingredients" to insure safe arrival. For Ford Motor Company's glass shipments, it was improved loading procedures and better rail equipment. For P. Ballantine & Sons, it was rubber dunnage. For Green Giant Co., it was cushion-underframe cars equipped with bulkheads. Here's how three companies, with the help of the railroads, attacked the damage problem—with spectacular results:

- With public demand for greater visibility in automobiles and a trend toward further streamlining of auto bodies, more and more curved glass is being required. But curved glass presents complex shipping problems, and Ford Motor is frank to admit that "resultant packaging problems began to outpace our attempts to solve the breakage problem."

Ford put three departments to work—traffic, material handling and production control. Strain tests on glass breakage were conducted, using both the AAR laboratory in Chicago and Ford's own facilities. Changes in package dunnage design and changes in loading and stowing specifications were explored. The traffic department, meanwhile, campaigned for careful handling and "for the assignment of shock-control cars for making glass shipments."

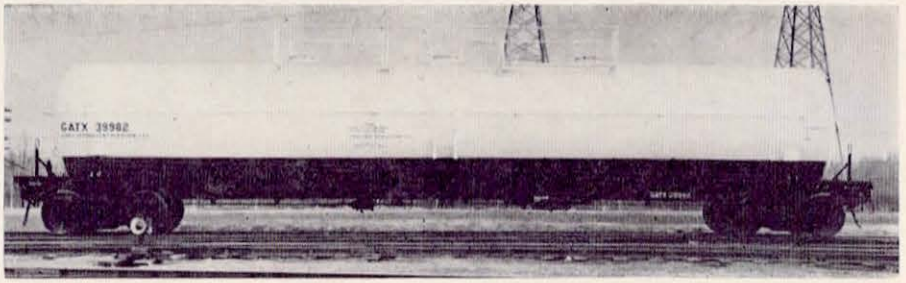
The payoff came quickly. In the first six months of 1962, glass damage in rail shipments dropped 57% from the total during the first six months of 1960. The claim reduction, projected to an annual basis: $70,000. According to Ford, "In each of the periods under comparison, approximately 2 million windshields and back lights were shipped. This accounted for the majority of curved glass shipped in each period and for approximately 17 million square feet of flat glass."

- Beer bottles break; cans can be dented or sprung. But tests run by one brewer, with railroad cooperation, may point to an answer. P Ballantine & Sons ran tests between Newark, N.J., and Laconia, N.H., using conventional loading methods in 86 cars, and rubber dunnage (loaned by the carriers) in 31 cars. The average damage claim: $12.50 per car for equipment with rubber dunnage; $30 per car for equipment that was loaded in conventional fashion.

Ballantine's conclusion: If the 86 cars had been equipped with rubber dunnage, "the railroads would have saved in claim payments . . . almost $1,000. Rubber dunnage can be reused many times, and it would seem that by making such an investment . . . claim payments themselves would be materially reduced."

- Green Giant, with not dissimilar shipping problems, finds the "most important progress in claim prevention . . . in large capacity, insulated, cushion-underframe cars with movable bulkheads. These cars generally gave a capacity in excess of 125,000 pounds, thereby providing railroads with substantially increased revenues and at the same time protecting the merchandise against damage."

Green Giant's experience with such equipment? "Our damage claims on shipments in this type of equipment have been reduced by at least 85%."




# 20,000-Gallon Tank Car Helps Cut Vintners' Shipping Costs

An order for 32 new wine-carrying tank cars with two-and-one-half times the capacity of previous wine cars has been completed by the General American Transportation Corp. Each of the new cars will transport 20,000 gallons of wine, compared with the 8,000 gallons carried by cars in use during the past 30 years.

"The new cars were designed to help the wine industry maintain quality control and at the same time meet the problem of rising distribution costs," says G. E. Everett, vice president of GATC's Tank Car Division. "Vintners in California will be able to make full use of the maximum loading of 150,000 pounds covered in present freight rates for wine. The cars have one, two and three compartments. Each will be insulated to prevent temperature changes in the wine while the cars are in transit."

Each car is equipped with a newly developed, electronically controlled sealed system for filling and unloading. The filling control system permits the cars to be filled to the correct level. A vertical perforated tube containing electronic sensing devices is installed in the new cars. As the level rises, controls are actuated and the flow of wine is stopped by valves in the vintner's plant. Quick-connect, contamination-proof couplings are used on both the tank cars and on the filling and unloading lines. Formerly, wine was pumped through filters in the open manway of a tank car.

The new cars are 59 feet 8 inches long over strikers. The tanks are made of carbon steel with a "lithcote" phenolic lining. The bottom plates of the tank slope from each end toward the center ⅛ inch to each foot of length to aid in unloading.

# PROGRESS

**May 1960 – Per Diem relief after 10 day waiting period.**

**August 1962 – Per Diem relief after 5 day waiting period.**

**May 1963–PER DIEM RELIEF–WAITING PERIOD ELIMINATED!**

Telextra XTRA GRAM Telextra

MAY 1, 1963

TO ALL XTRA PERSONNEL:

EFFECTIVE IMMEDIATELY, PARTICIPANTS IN XTRA'S PER DIEM PLAN MAY TELEPHONE OUR OFFICES IN ATLANTA, CHICAGO, NEW YORK AND ST. LOUIS AND RECEIVE EMERGENCY RELIEF ON SURPLUS EQUIPMENT LOCATED IN THOSE TERMINAL AREAS EFFECTIVE THE FOLLOWING DAY. THIS ACCELERATED RELIEF ARRANGEMENT MAKES MORE XTRA EQUIPMENT IMMEDIATELY AVAILABLE TO OTHER PARTICIPANTS AT THESE KEY RAIL POINTS.

C. P. TOMM
PRESIDENT

Another progress milestone in XTRA'S continual program toward maximum equipment utilization at the lowest possible equipment cost to participants in XTRA'S Per Diem Plan.

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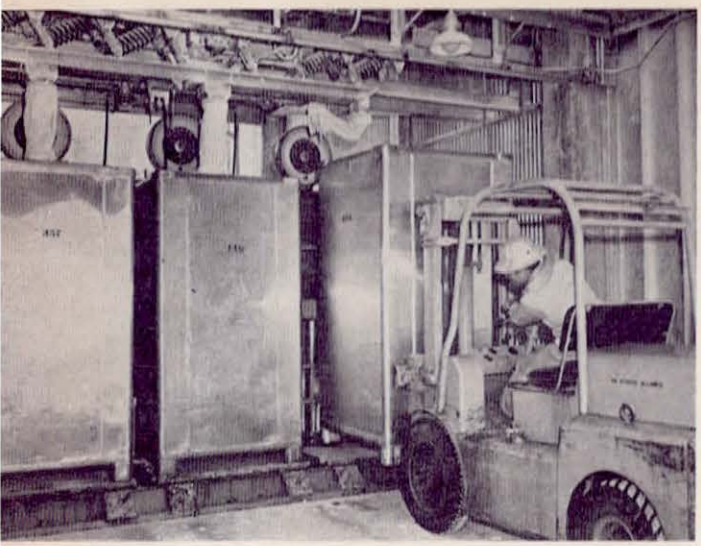
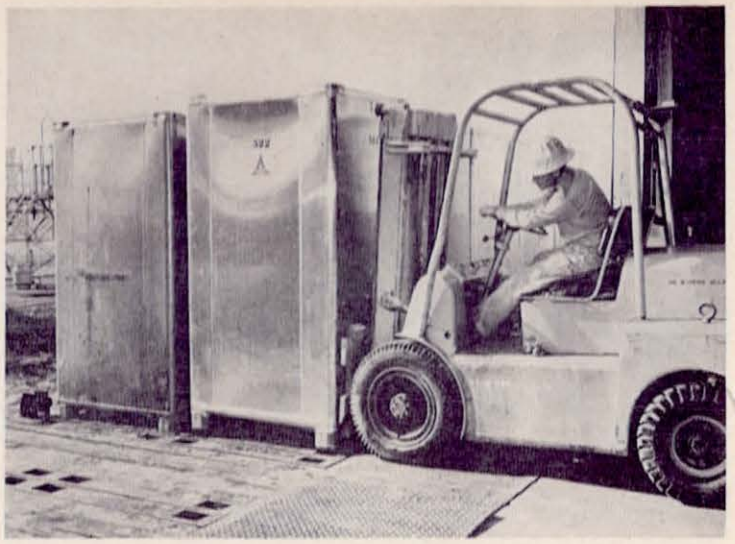
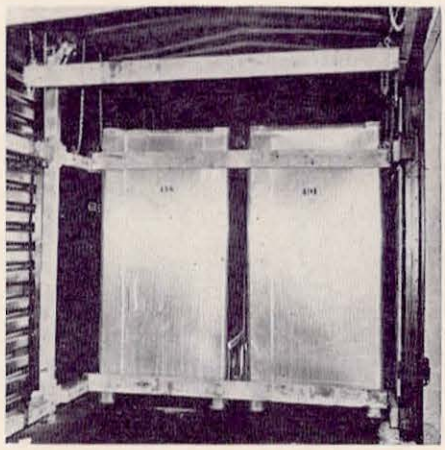




BINS ARE LOADED from a vibratory conveyor system, then placed on modified flat cars for shipment.

# Container System Solves Shipping

**Weather-tight aluminum Tote Bins are being used by Amoco for deliveries of DMT to customers in the synthetic fiber and film industry. Bins are shipped by box car or on modified flat cars.**



SPECIAL BRACING is provided for bins shipped in box cars (above). Amoco also uses a Tote Tilt system (right) for filling special orders at its Joliet, Ill., plant. The device tilts the bin to a 45-degree angle and permits gravity discharge into a filling station.

Take a chemical product, shipped in bulk, which must be protected at all times against contamination. Throw in a requirement that the container serve as shipping unit, storage unit and discharge hopper at destination. Add the vital footnote that quality-control is all-important and that handling must be minimized.

Amoco Chemicals Corp. set up these requirements for movement of dimethyl terephthalate (DMT) from a new plant at Joliet, Ill. The solution: installation of a Tote System, built around large (98- and 110-cubic-foot-capacity), weather-tight Tote Bins.

● **More bins in use.** Amoco Chemicals started using the bins in early 1962, and by early this year had almost doubled the number of units in service. Most DMT shipments leave Joliet by rail, on flat cars or in box cars. Floors of flat cars in container service are modified to provide indentations where legs of the Tote Bins rest; box cars are conventional wide-door 50-foot units, but special wood dunnage is used to secure the bins in transit.

By either shipping method. Amoco can load 26 containers per car—for a payload of 121,600 to 132,600 pounds per car. (Tote Systems Division of Hoover Ball and Bearing Co., manufacturer of the units, estimates that about 150 flat cars have been modified to serve various Tote installations in use throughout the country.)

● **One-man operation.** Amoco Chemicals' system is largely a one-man operation, centered on a three-sleeve bin filling station.

Three bins are placed on scales under the loading sleeves, which are fed by a vibratory conveyor. As each bin is filled, the operator removes it (with a fork-lift truck) and replaces it with an empty. He marks the batch number, weight and other required data on a card for insertion in a holder on the container. Then the operator fork-lifts the loaded bin to a nearby shipping platform or to an outside storage area (which will hold up to 250 bins, thus freeing warehouse space for more productive use).

● **Tilt device.** For filling special orders, Amoco Chemicals uses a Tote Tilt system, which tilts bins to a 45-degree angle and permits gravity discharge into a screw filling station. When special orders must be handled, the operator takes a full bin from storage or from the filling station, places it on the Tilt and fills the order while routine loading operations continue at the main filling station.

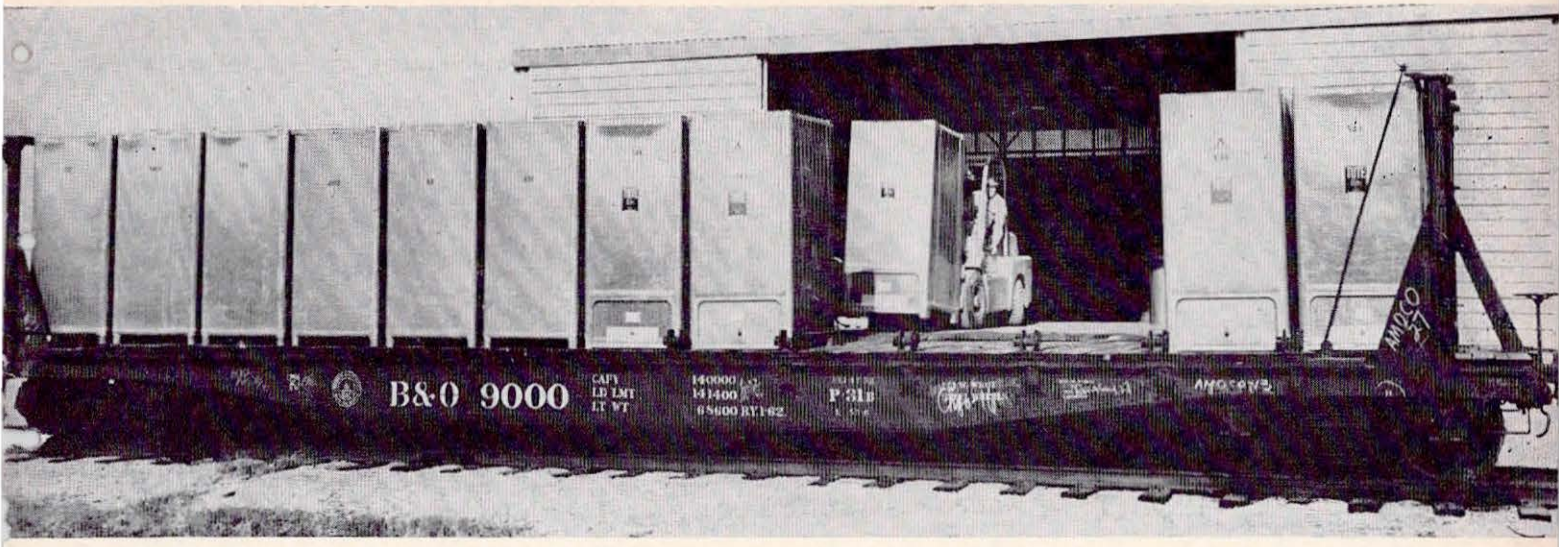
Both Amoco Chemicals and its customers (DMT is used in the synthetic fiber and film industry) benefit from use of the system. Among the advantages cited:

● The aluminum bins are weather-tight, so both chemical company and user can be sure the product received is the same, chemically, as the product loaded and shipped.

● Multiple handling is avoided on both ends of the line.

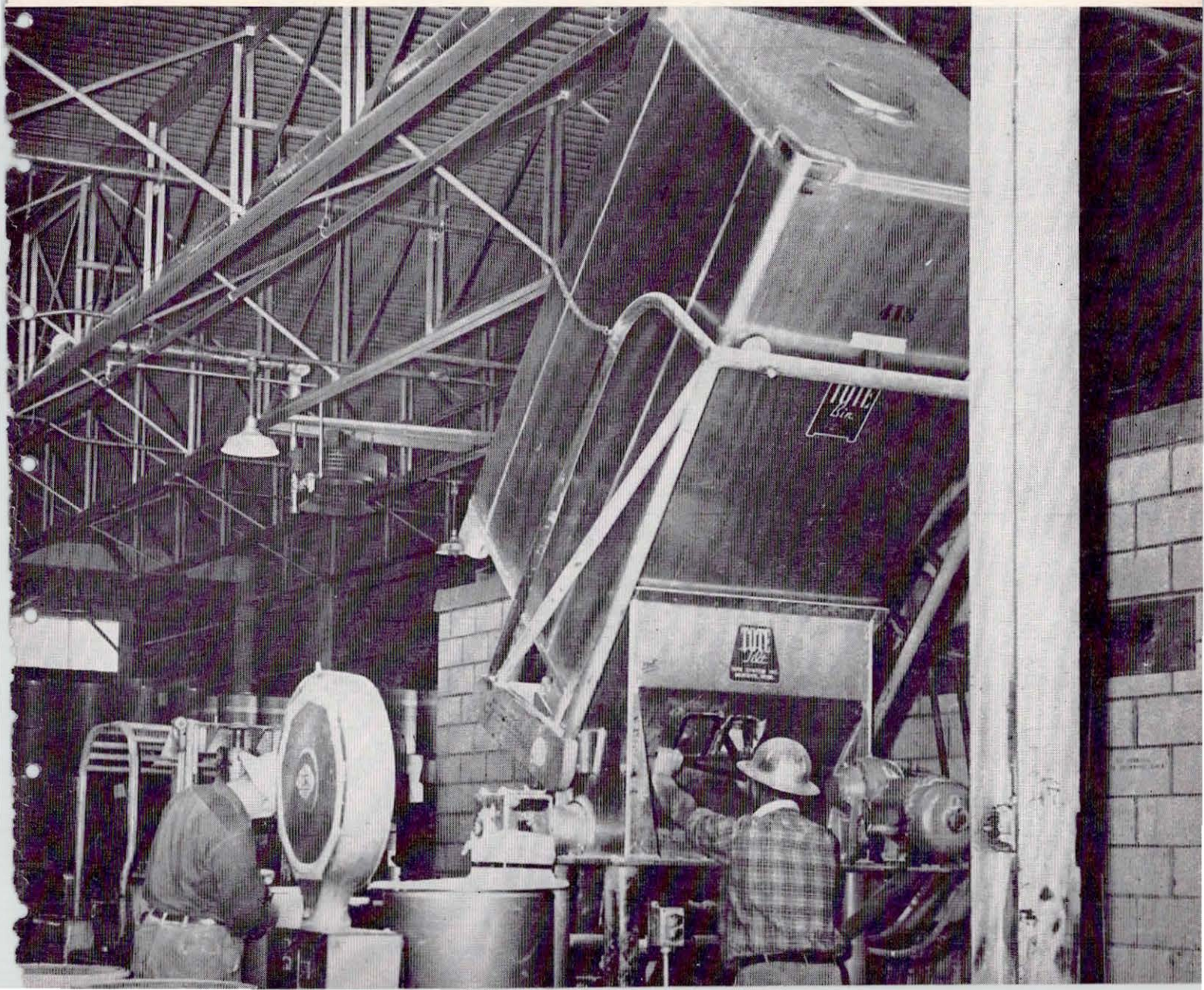
● Loading-unloading simplicity and use of large containers minimize labor costs.

● Bins are considered an integral part of the car, and freight charges are assessed only on the contents.




**FLAT CARS** in Tote Bin service will handle 26 containers. Floors have indentations where bin legs rest.

# Problems for Amoco Chemicals



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*Richmond, Fredericksburg and Potomac*
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*Seaboard Air Line*
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Trailer Train members deliver piggyback shipments with top speed and unusual care.

How do they do it?

They use the most expeditious routes and the most efficient equipment—modern, king-size, roller-bearing flatcars that can load two giant trailers in a matter of minutes.

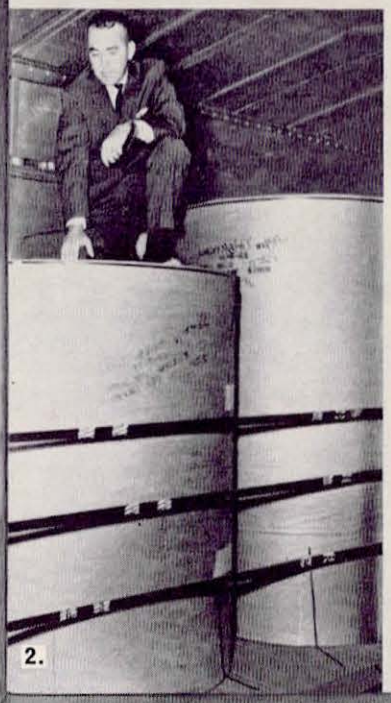
Trailer Train owns and provides its members with almost 14,000 of these cars.

For more information on this modern way of shipping, contact any of the companies listed here.

**6 Penn Center Plaza • Philadelphia 3, Pa.**

CCA

1.



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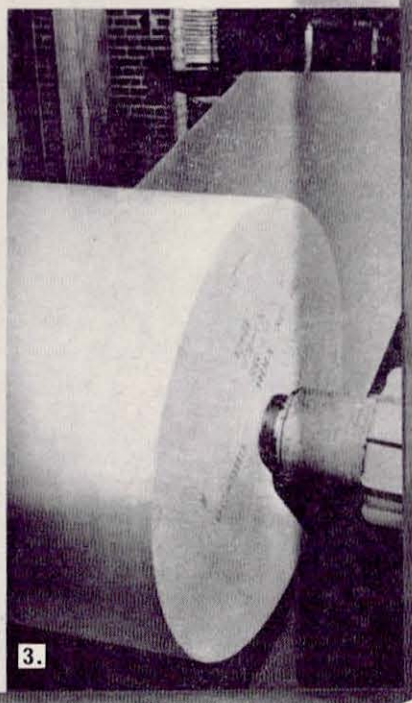


3.

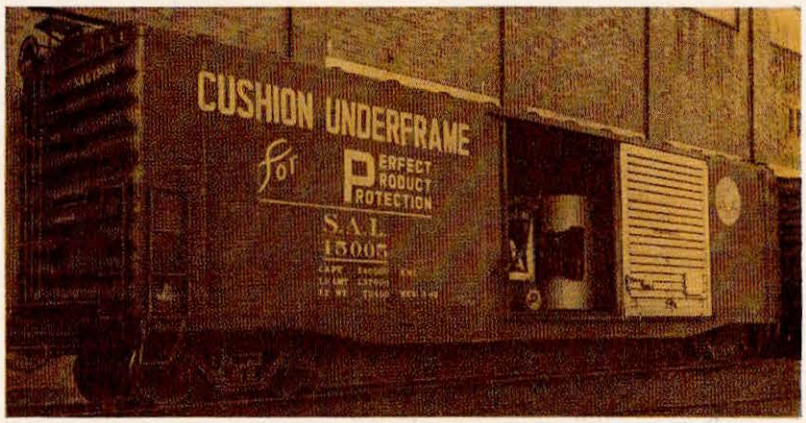
RAILROAD CUSTOMERS
WILL READ

this thought-provoking message
in top traffic publications.
They'll discover another step
forward in shipper service being
provided by America's railroads.

**1. Marks match on roll ends.** As a check on spinning, rolls were marked after loading. On arrival match-up remained perfect!

**2. No scuffing, no spinning.** Mr. S. H. Tippett confirms lack of roll shift by comparing floor and roll top crayon marks upon load arrival at Philadelphia.

**3. Production line ready.** Paperboard arrived ready for high speed production equipment. No torn layers, scuffed ends or flattened rolls, thanks to P-S Hydroframe-60.




**Faster unloading.** Hydroframe-60 cars, like SAL 15005, deliver CCA paperboard rolls without damage or delay.

# NO DAMAGE IN P-S HYDROFRAME-60®

## TEST SHIPMENT OF HEAVY PAPERBOARD ROLLS

Making containers for almost every conceivable use takes a huge amount of corrugated board, which requires a constant supply of high-quality paperboard for its outer layers.

Shipping paperboard rolls formerly presented problems . . . they're heavy, hard-to-handle and damage-susceptible. An overspeed car impact can cause roll-sliding, with scuffing action that damages roll ends. Roll rotation, or spinning, tears outer layers, causing loss and production slow down. Badly flattened rolls are a total loss—won't work on the corrugator. All these things can happen to paperboard shipments, but not with those received in P-S Hydroframe-60* Box Cars at the Philadelphia plant of Container Corporation of America.

These photos show a Hydroframe-60 shipment from CCA's Fernandina Beach, Florida, mill to its Philadelphia plant. There were 22 rolls in this big Seaboard Hydroframe-60 car. Some individual rolls weighed nearly 2½ tons and contained over three miles of paperboard in a continuous sheet. Total load weight was 94,562 lbs. Four roads handled the carload in its 874 mile trip.

Condition on arrival—Perfect! No spinning, scuffing or longitudinal roll movement. Crayon marks made on the car floor at the Fernandina Mill showed two rolls in a 10-inch void area at the doorway had moved just two inches. Hydroframe-60 test shipments are proving so successful that CCA expects to reduce dunnage requirements through the use of these cars.

Mr. S. H. Tippett, CCA's Eastern Division Traffic Manager stated, "Whenever we can get them, we use Hydroframe-60 cars for our paperboard shipments. We can load these cars heavier and still get no damage . . . saves time, money and warehouse space."

Shippers and receivers of damage-susceptible commodities of all types are discovering the important benefits of Hydroframe-60 thirty-inch cushioning. For your next hard-to-handle shipment, try a Hydroframe-60 Box Car.

*Covered by U. S. Patent 3,003,436. Other Patents Pending.

**These shipper-conscious carriers have Hydroframe-60 equipment in service or on order.**

| | |
|---|---|
| Atlanta & West Point | Milwaukee Road |
| Atlantic Coast Line | Missouri-Kansas-Texas |
| Bangor & Aroostook | Norfolk & Western |
| Chesapeake & Ohio | Richmond, Fredericksburg & Potomac |
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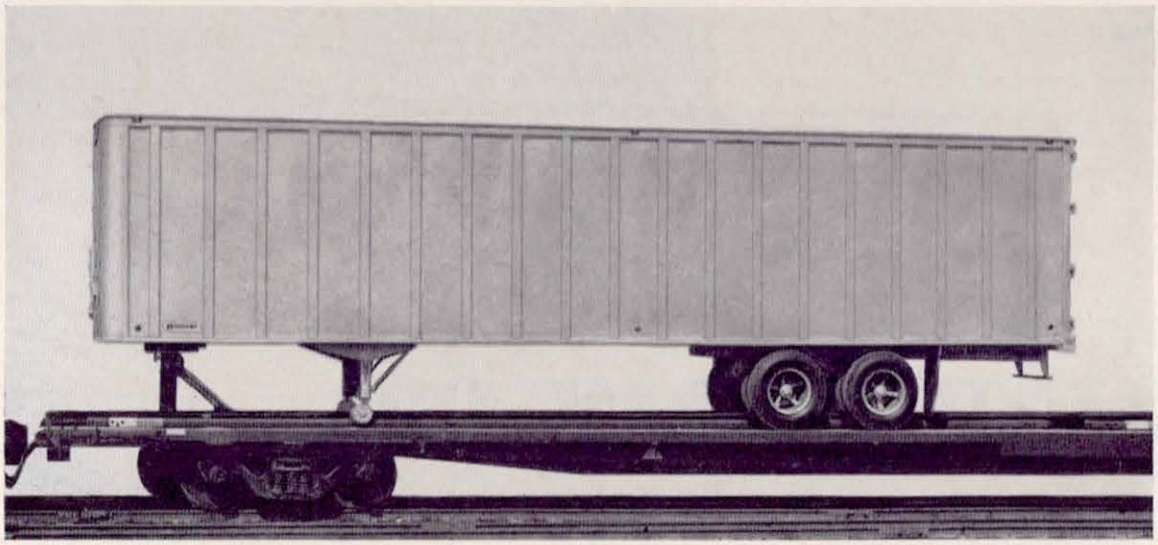

# The world's first boxcar with tires.

## Introducing the first and only trailer expressly designed for piggyback.

The new Highway 77P "Piggybacker" is built solid like a boxcar—because a piggybacking trailer takes boxcar punishment. It has long been recognized that trailer-on-flatcar equipment demands special structural and design specifications, and Highway is the first trailer manufacturer to do something about it.

The "Piggybacker" is an all-steel trailer with all the special reinforcing and handling features built in. These were expressly developed for TOFC operation where the short over-the-road haul is of secondary importance.

In addition to a reinforced front wall and heavy kingpin plates, the "Piggybacker" features plymetal rear doors; D-rings fore and aft on both sides for tie-down; reinforcement for straddle carrier; air hose, electrical front connection, lights, and extra-strong hardware are all recessed to prevent damage. Exclusive 7 inch wide body stakes; anti-rack double cam locks; rear sill and corners doubly reinforced; card holder and manifest box; and special inner-mount suspension.

The days of the creaking "modified" trailer on a flatcar are over. Railroaders have a right to demand boxcar toughness for piggybacking. And that means the Highway 77P "Piggybacker," the only trailer designed for that purpose. For further information contact:

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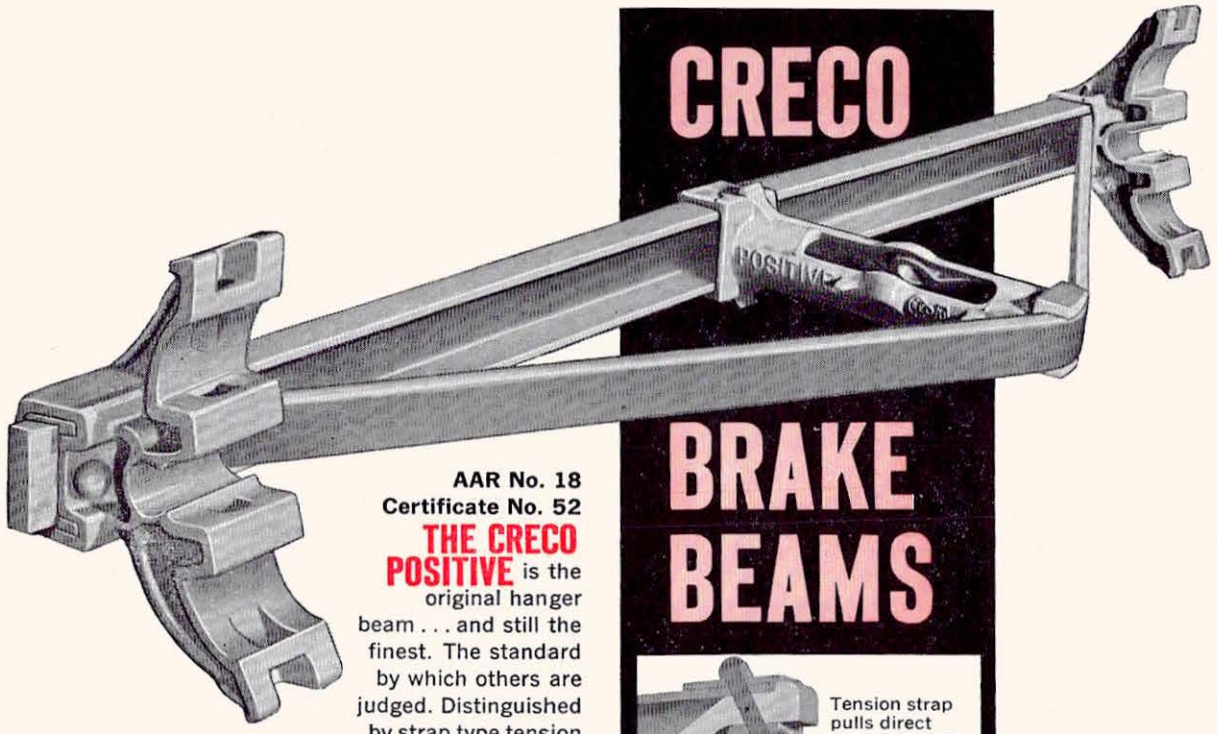
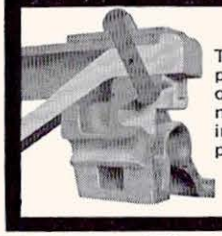
## CRECO BRAKE BEAMS

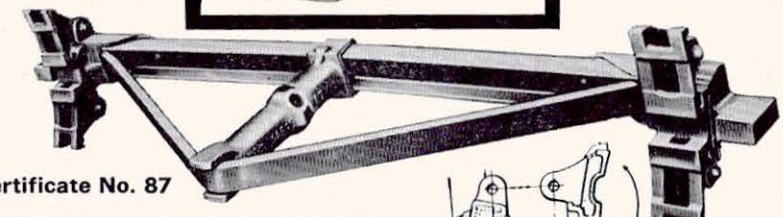



**AAR No. 18**
**Certificate No. 52**

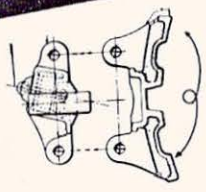
**THE CRECO POSITIVE** is the original hanger beam . . . and still the finest. The standard by which others are judged. Distinguished by strap type tension member and absence of threaded rod and nuts. **All Parts Renewable.**



Tension strap pulls direct on compression member at inter-locking point.



**AAR Certificate No. 87**



**THE CRECO UNIT** **Hangerless Type Brake Beam**—This is the same fundamental design as the CRECO POSITIVE. Duplex Head permits maintenance without interfering with compression on tension members. Brake Head is reversible giving double life of the ordinary brake head. The same head is either right or left, allowing one-half the required brake head inventory! **All Parts Renewable.**

## OTHER MONEY-SAVING, TIME-SAVING CRECO PRODUCTS

**DREXEL Brake Beam Safety Support**—Approved for interchange replacement of AAR Standard safety guards. A support AND a guard. REDUCES WEAR on brake heads, hangers and hanger brackets. Very easy to install—no welding, no special tools. Reduces labor, Reduces wear, **Reduces inventory!**

**BIG FACTOR Journal Stop**—The ounce of hot box prevention, worth a pound of cure! Big Factor costs much less to install (1 hour per car-set of 8). No welding, no rivets, no special tools, cannot be installed upside down or backwards. Big Factor, conditionally AAR approved, **Keeps Axle and Box Always in Relation Laterally and Vertically.**

## CHICAGO RAILWAY EQUIPMENT CO.

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R-439-R (c-10)

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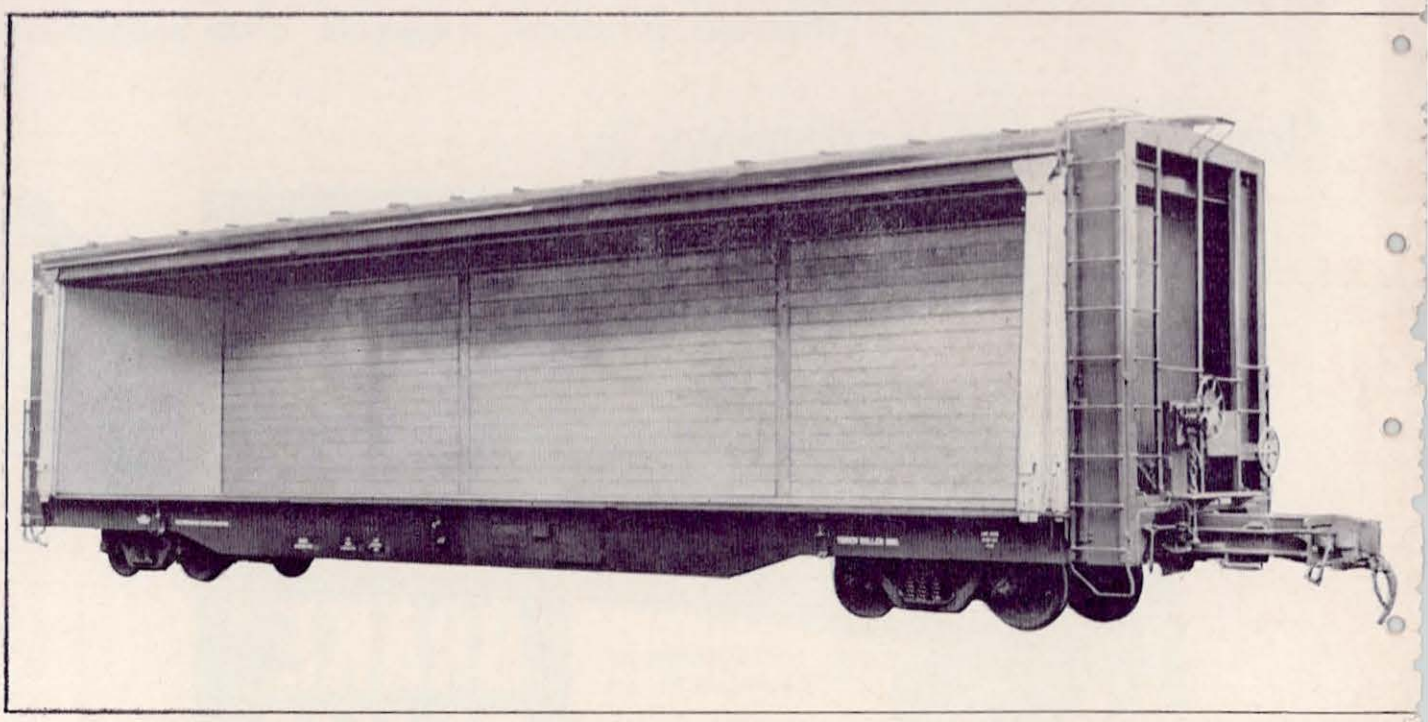
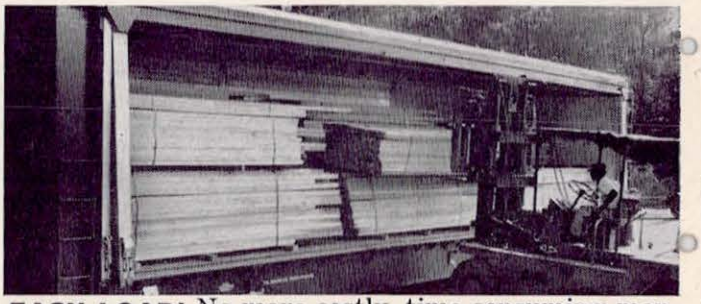


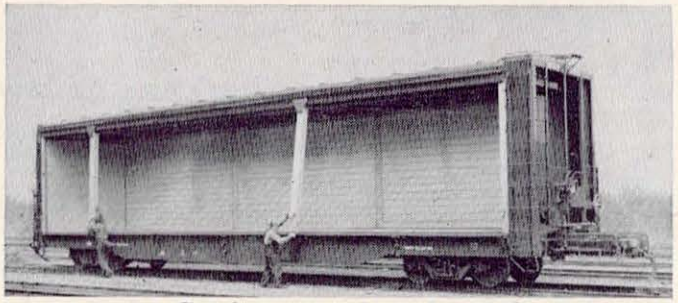
# for Southern Railway's

## EASY DOES IT!

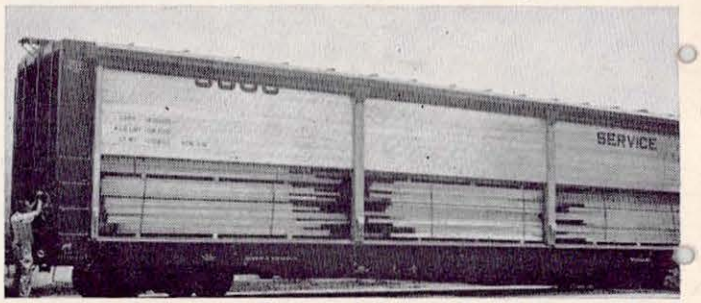
**EASY UP!** Control wheels at the ends of the car raise the flexible aluminum doors. One man can do it!



**EASY LOAD!** No more costly, time-consuming manual loading! Load from either side with fork-lift or other mechanical loader. Easy unloading, too.

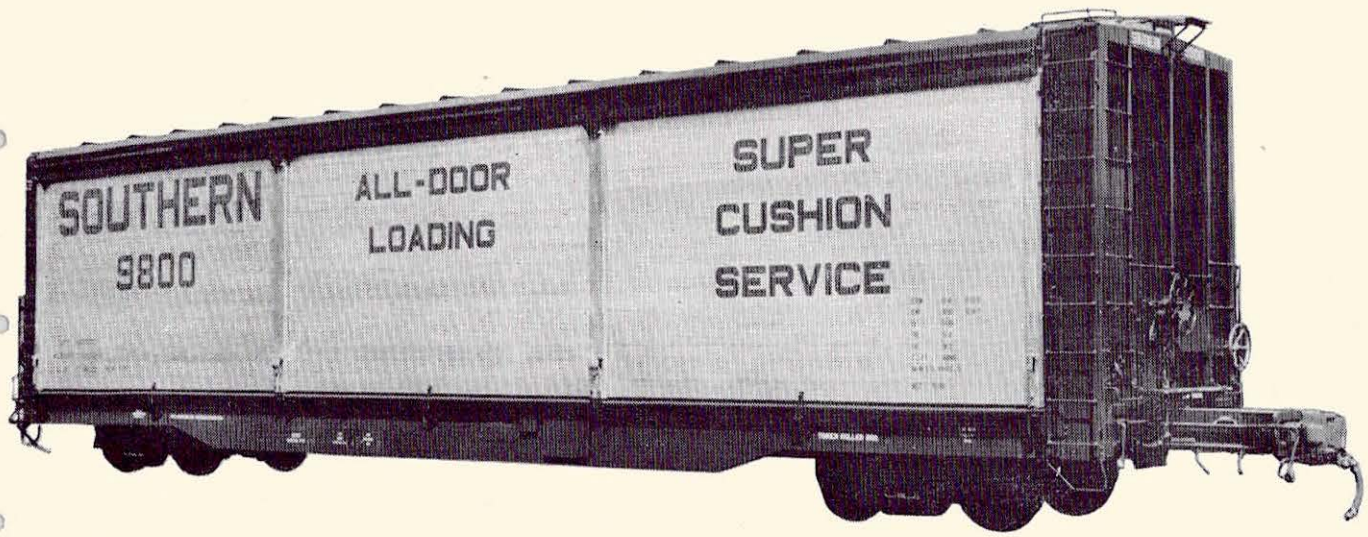


**EASY OUT!** Catches are released and the doorposts are rolled easily out of the way. The entire 50-foot length of the car is ready for loading.




**EASY DOWN!** A few quick twirls of the control wheels close the doors again, giving complete box-car protection to the lading while in transit.

# AND SHUT CASE




# "ALL-DOOR" Box Car

SOUTHERN developed this new car to save its customers money. That's just what it does!

Our new "ALL-DOOR" box car has sides that extend the entire length of the car and roll up into the roof like overhead garage doors. This exposes the whole interior of the car, so that it can be mechanically loaded or unloaded from either side with flat-car ease and efficiency. Yet, while in transit, the shipment has the complete weather-tight protection of a closed box car.

This new car is equipped with roller bearings and Super-Cushion underframe. It takes packages up to 50 feet in length and has a capacity of more than 75 tons. Perfect for the handling and hauling of bundled *finished* lumber, our "ALL-DOOR" car has proved its worth for extra-long packages of all kinds.

Here is still another way our policy of increased *usefulness* to our customers is paying off for both of us. It is getting business for us. It is saving money for *you!*

**SOUTHERN RAILWAY SYSTEM**

WASHINGTON, D.C. *"SOUTHERN'S ACCENT IS ON YOU!"*

LOOK SOUTH
LOOK AHEAD

# Variable Per Diem Wins Shipper Vote

**Industrial traffic men are hopeful that proposed new per-diem rates will improve car supply by (1) speeding movement of empties and (2) encouraging investment in new rolling stock.**

Will a sliding per-diem scale help wipe out the periodic plague of freight-car shortages? "Yes, but—" sums up the majority report of shippers responding to Railway Age's April Traffic Poll.

Most of the shippers polled—46 out of 53—feel that the new variable per-diem rates will improve car supply. As they see it, more realistic daily rental charges—ranging from $2.16 for low-grade cars to $7.74 for prime rolling stock—will (1) speed the movement of empties and (2) encourage low-ownership roads to beef up their own car fleets.

But 31 of the responding shippers favor the further step of incentive-per-diem legislation. Only two shippers polled by Railway Age fail to see any merit in either the variable per-diem plan (which car-owning roads have approved by a two-to-one margin) or in the incentive-legislation proposal.

● **West vs East.**—Some shippers see the car-shortage problem in West-vs-East terms. "Western rail carriers have since the end of World War II done a good job of upgrading and increasing their car fleets," notes G. R. Hubbard, general traffic manager of Simpson Timber Co., Seattle, Wash. "This has not been true in the East, due, we feel, to the fact that it is today cheaper to rent cars than to build them."

## Fast return vital

Wesley C. Newman, director of traffic for the Minneapolis Grain Exchange, agrees: "In order to maintain an adequate supply of box cars for the loading of grain and grain products, it is absolutely necessary that the per-diem rates be on a basis that will require the return of such equipment to its western owners rather than the present system of making it more economical for the eastern carriers to use these cars on a per-diem basis instead of upgrading or building new cars for their own use."

● **Gadabout cars.**—Without putting the problem on a geographical basis, numerous other shippers indicated concern over gadabout cars that rarely come home.

"It certainly must be discouraging to a progressive railroad to invest in new equipment, have it disappear from its line, and never see it again," comments H. N. Johnson, general traffic manager for the Ralston Purina Co., St. Louis. "Adequate per-diem rates will result in prompt return of cars to the owning railroad and should also provide an incentive for some of the lagging railroads to invest in cars."

Edward A. Winter, assistant vice president, Godchaux Sugar Refining Co., Reserve, La., agrees that "too many railroads sit idly by and do nothing about car supply. Incentive per diem, in my opinion, will make it a must for all lines to share in car supply, otherwise it will become an expensive item to pay per diem to other ownerships."

## Boon to builders

Norton L. Quarve, traffic manager of Continental Grain Co., Minneapolis, also feels that variable per-diem "should help the present situation whereby new cars in use on 'foreign lines' are worn out before being sent 'home' without having earned sufficient revenue to offset investment."

"Certainly the application of higher per-diem charges should spur the car-building industry, and provide the shipping public with more of the type of equipment now in short supply," says R. H. Heilman, director of transportation for the A. O. Smith Corp., Milwaukee. "The type of charges being advocated would appear to be sufficient to provide those railroads who have an adequate financing condition with the incentive to add to their fleet of regular equipment, plus providing more of the specialized equipment now becoming popular with so many shippers."

● **Specialized needs.**—C. D. Duffy, general traffic manager, Westinghouse Electric Corp., Pittsburgh, hails sliding-scale per diem as "another assist on top of last year's favorable tax actions permitting a more rapid modernization of significant segments of the nationwide car fleet. Modernization of the car fleet is vital to manufacturers like Westinghouse who require on the one hand for most rail shipments either cars that absorb impacts or separate the mass of a load into many segments or, on the other hand, the largest special flat cars with extremely high loading capacities."

D. C. Ward, transportation manager, Hoerner Boxes, Inc., Keokuk, Iowa, casts a vote for both the variable and the incentive per-diem plans—and adds: "Along with this the adoption of a variable mileage allowance would make leasing much more attractive to our company—it very easily could tip the scales enough to enable us to go into leasing of cars."

C. G. Wise, assistant general traffic manager, Minnesota and Ontario Paper Co., Minneapolis, likes the sliding scale but thinks the floor is too high: "$2.16 is too high for a car valued at $1,000 or less. We feel these cars should earn no more than $1.00 a day. In fact, some of the equipment we have received isn't worth any more than 50 cents a day."

● **'Two-edged sword.'**—H. H. Kohn,

*(Continued on page 48)*

## APRIL TRAFFIC POLL

### PROPOSITION

Railroads have approved a variable scale of per-diem charges to replace the present $2.88 flat charge. Congress, meanwhile, is considering enactment of so-called "incentive" per-diem legislation. Advocates of both the variable scale and the "incentive" plan say higher daily car-rental charges will make car ownership more economically justified and will thus lead to increased car-buying and an improved car supply.

### QUESTIONS

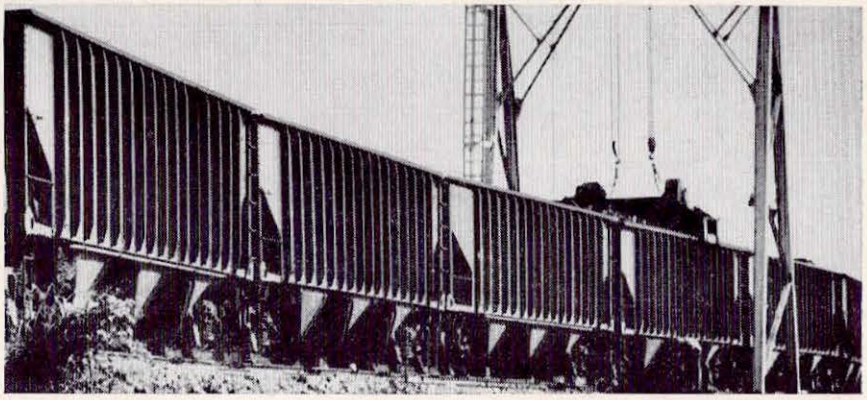
(1) Do you believe adoption of the variable per-diem rate scale will improve the supply of the type of car(s) required for your specific transportation needs?

| | |
|---|---|
| Yes | 46 |
| No | 5 |
| No comment | 2 |

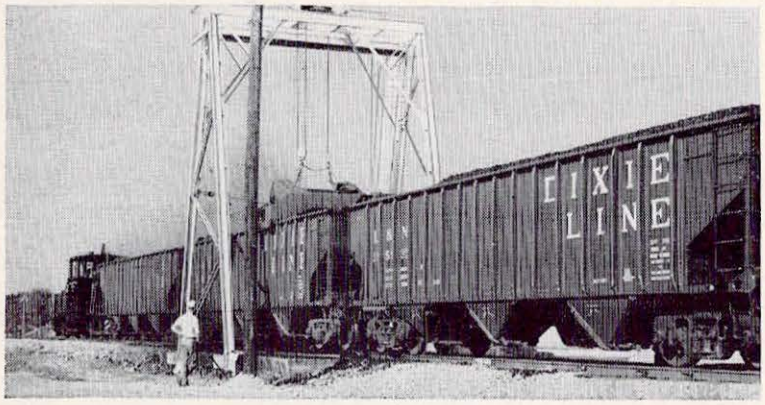
(2) Do you see a need for enactment of incentive per-diem legislation?

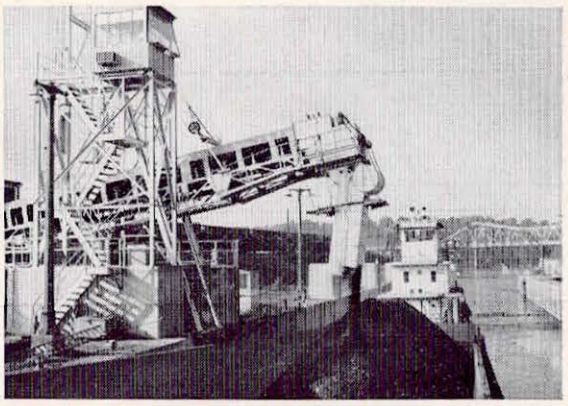
| | |
|---|---|
| Yes | 31 |
| No | 18 |
| No comment | 4 |

# This man moves the cars to the loading chute...

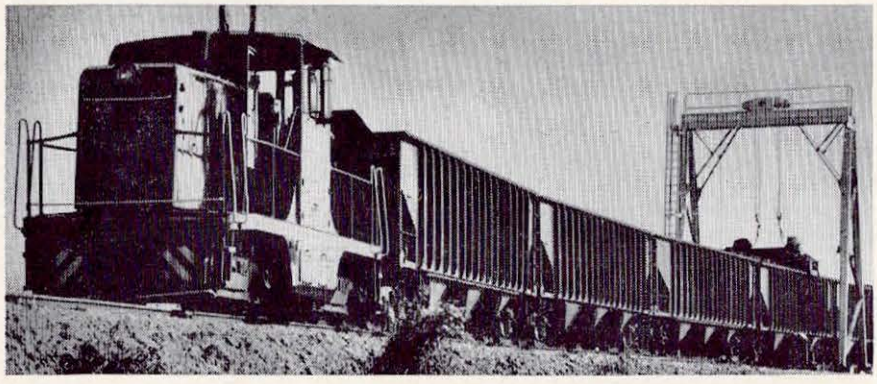


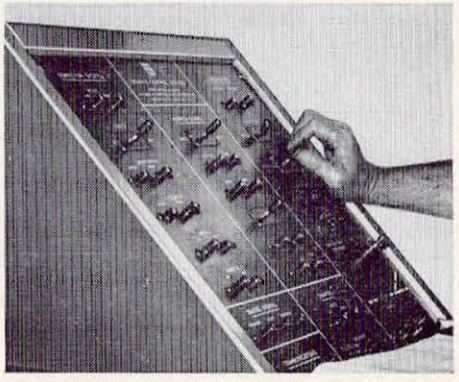
# shakes the cars... loads the barge...



# removes the empties... all by himself.





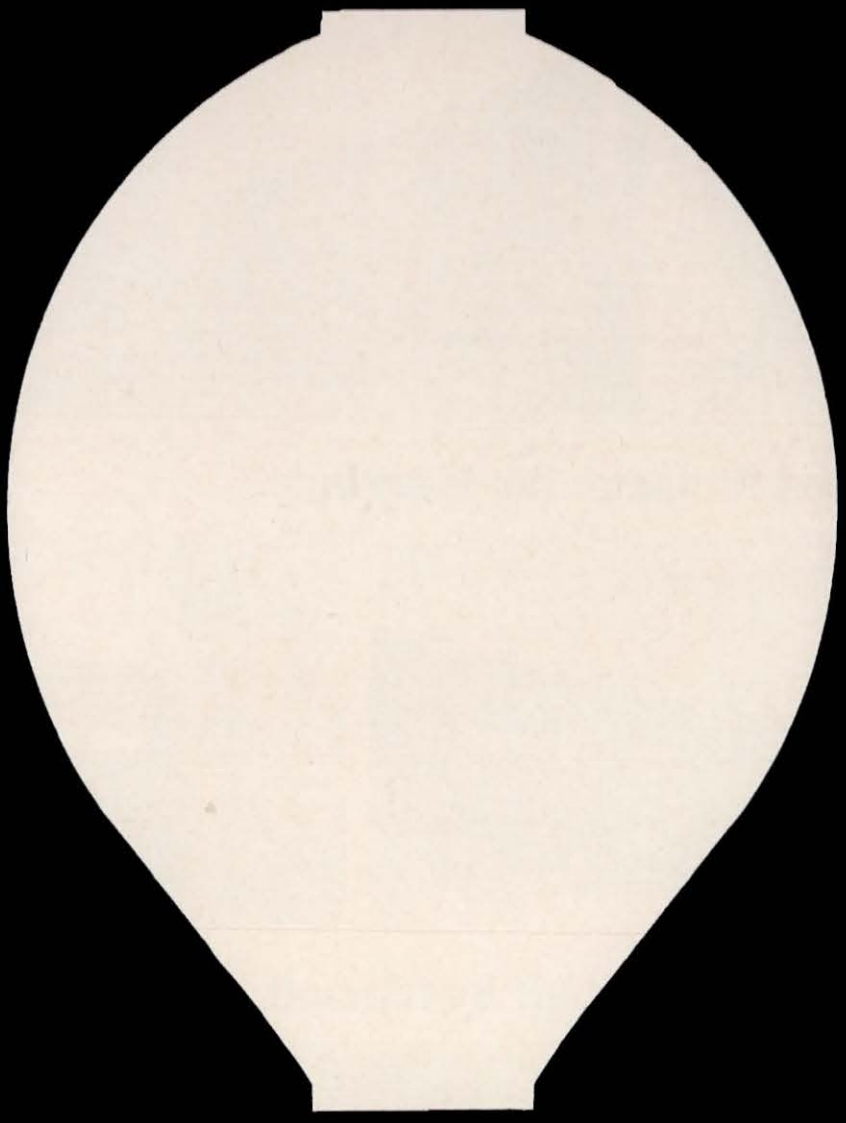
**One man can do all this** because everything is push button operated, including the locomotive, car shaker, and the conveyor belts. The operator sits at a control panel located atop a 35-foot tower overlooking the dumping and barge loading operations. Union Switch & Signal designed, built, and installed the control panel and the locomotive control equipment for Transportation Services, Inc., of Florence, Alabama. These facilities can handle up to three million tons of coal a year or 20 hopper cars an hour. The daily transfer rate averages about 3,200 tons in less than two hours.

A remote control system like this gives one man complete and accurate control of all locomotive operations. In this case, the control center is at a fixed point, but portable electronic control units are also available. Both systems are designed on safety principles. The precision control minimizes hazards and speeds up operations to save you time, work and money. See if your switching operation couldn't be made safer and more efficient with a Union Switch & Signal remote control system. It can pay for itself in one year. For our illustrated Bulletin 187, write Union Switch & Signal, Pittsburgh 18, Pennsylvania.

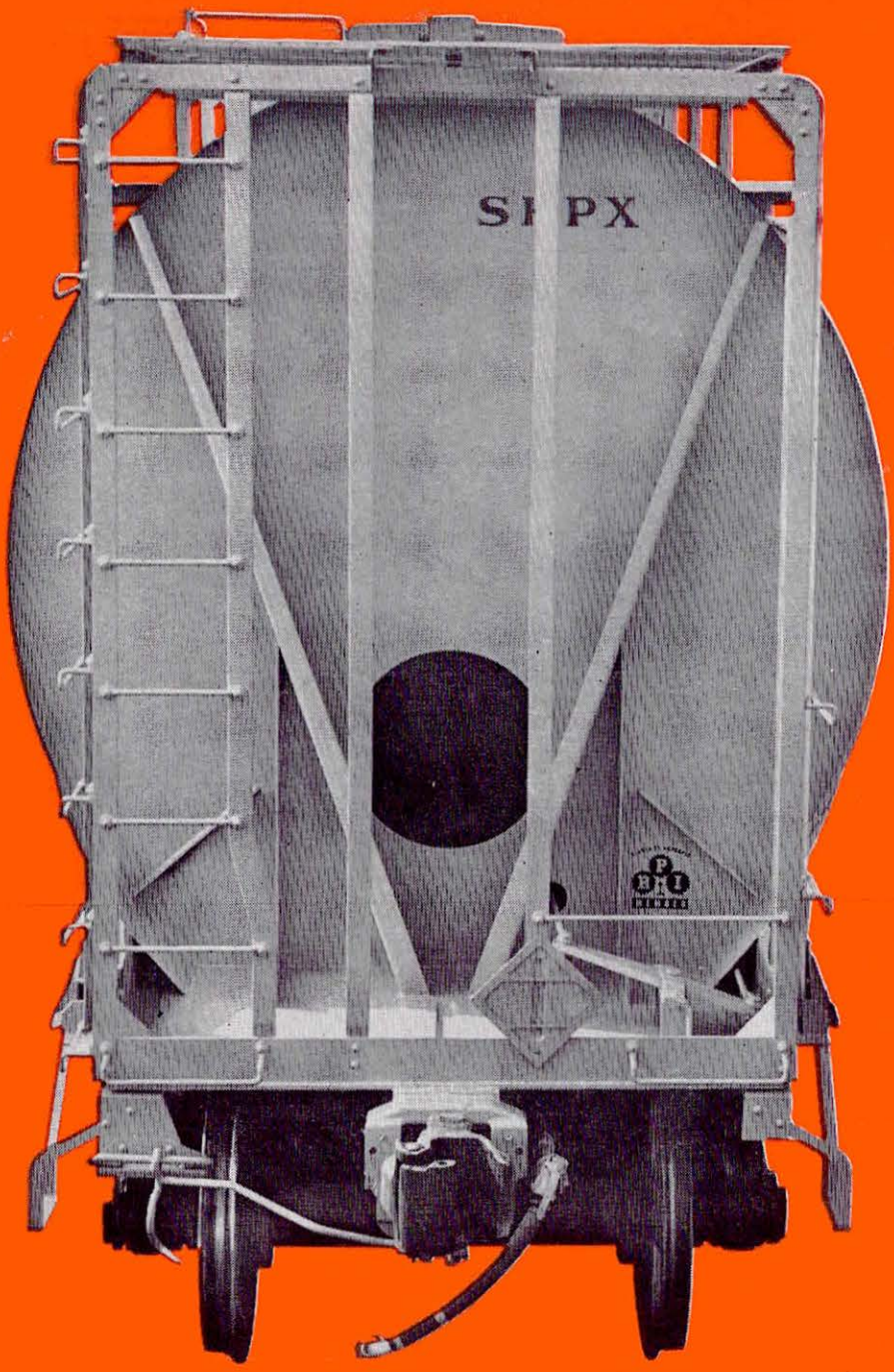
WABCO

UNION SWITCH & SIGNAL DIVISION

PITTSBURGH 18, PA. / Westinghouse Air Brake Company



Why is it pear-shaped?




# Why is the new ACF *CENTER FLOW* Car pear-shaped?

**Good reason.** With its unique, pear-shaped compartments, you can fill it to 97% of its capacity. This is the greatest use of cubic capacity by any dry bulk handling car.

Result: Railroads save money. Shippers save money. Because it takes fewer Center Flow Cars to do the job than boxy, old-fashioned type cars. And ACF Center Flow is a real lightweight... can carry bigger payloads every trip.

**Fastest loading, too!** Loading hatches are lined up down the center of the top of the car. No need to shift loading funnels from side to side to fill a Center Flow compartment.

**Fastest unloading!** Grain, sugar, flour, chemicals, plastic pellets all slide out with the least possible hang-up. Unloading hatches are lined up center bottom. (No space-wasting center sill to get in the way as in old-style cars.) What's more, Center Flow compartments are smooth as a rifle bore—no obstructions to cause contamination. They're virtually self-cleaning.

We make the revolutionary ACF Center Flow in aluminum or steel, with either pneumatic or gravity outlets, and from 2600 to 4000 cubic foot capacities.

**AMERICAN CAR AND FOUNDRY**
DIVISION
**ACF INDUSTRIES**

For more facts about how Center Flow can cut shipping costs, time and labor, write Henry A. Correa, Vice President – Marketing, ACF Industries, 750 Third Avenue, New York 17, New York.

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# THIS COMBINATION MAKES THE BIG DIFFERENCE IN CAR CUSHIONING

*More* railroads have installed *more* Hydra-Cushion Underframes on freight cars than any other modern cushioning device . . . over 10,000 cars! 32 carriers! And the list grows daily. Longer years of usage have proved it the most dependable device available with the longest life expectancy.

- Only Hydra-Cushion equipment combines low-pressure hydraulics with multiple friction plates; making possible maximum cushioning without excessive sill travel. The Hydra-Cushion design eliminates curvature problems, coupling difficulties, and unnecessary overhang.
- Only Hydra-Cushion equipment uses hydraulic fluid in an upright, *not a horizontal* cylinder. Its simple, *not complex*, sealing system means safer, more dependable operation, with far less maintenance!
- Only Hydra-Cushion equipment operates with a fraction of the hydraulic pressure of other devices . . . another reason why Hydra-Cushion equipment is less costly to maintain.

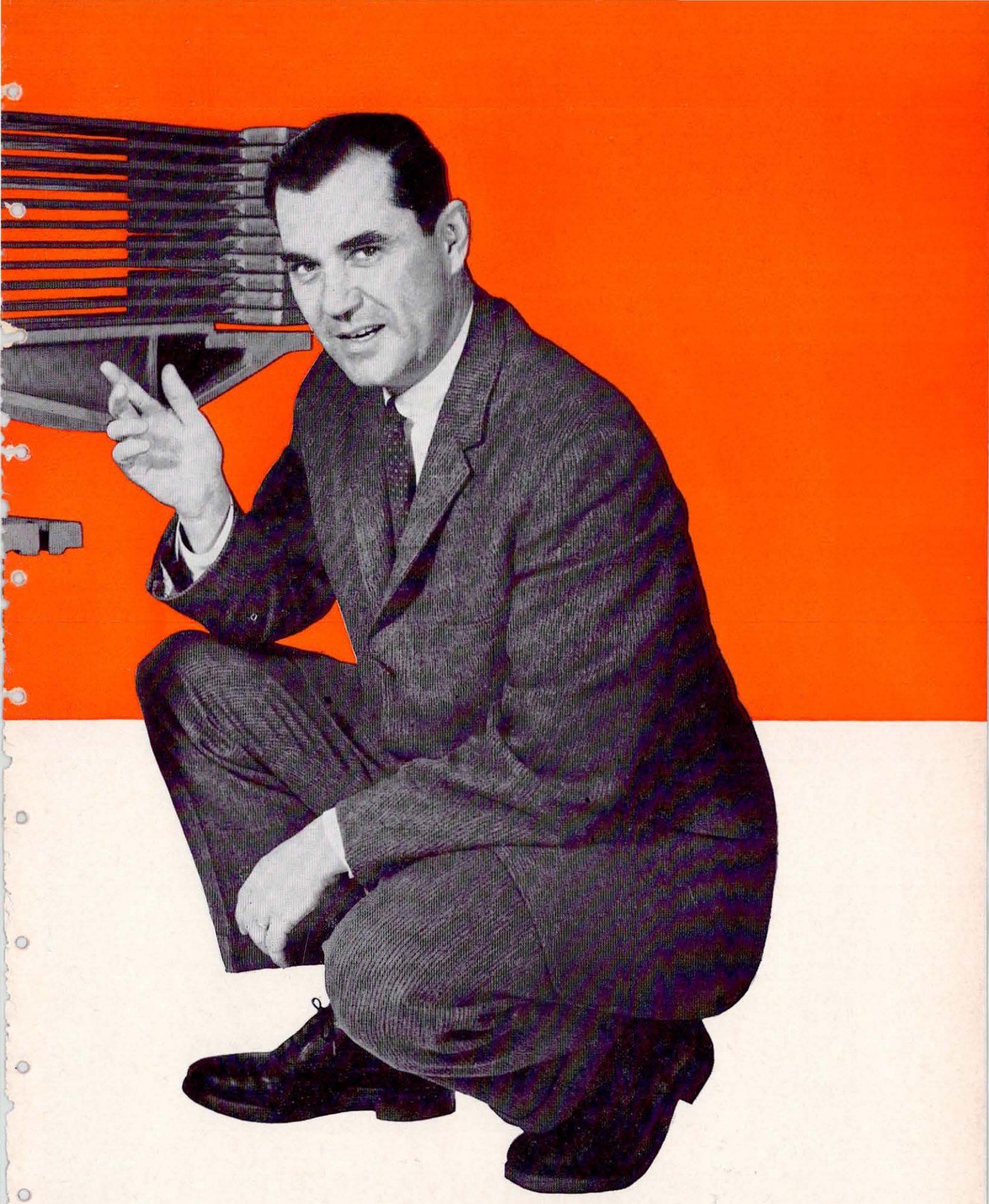
Extensive research, greater experience in impact cushioning, plus a large staff of field and design engineers, makes Hydra-Cushion equipment the sales leader in the hydraulic cushioning field. There *is* a big difference in car cushioning! May we tell you more? Write Hydra-Cushion Inc., 332 So. Michigan Ave., Chicago 4, Illinois or 13101 Eckles Road, Plymouth, Michigan.

## THE BIG DIFFERENCE IS THIS . . .

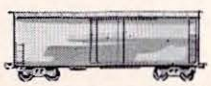
Other modern cushioning devices rely on high-pressure hydraulics. The unique Hydra-Cushion system combines a low-pressure hydraulic unit (A) with a set of fixed (B) and movable (C) friction plates. Upon impact, the moving sill actuates the hydraulic unit which, in turn, exerts increasing pressure upon the friction plates to achieve powerful braking action. The impact force is so reduced that damage-causing shock is eliminated. There is no jolt of recoil. Springs within the sill return it gently to normal position.

# HYDRA-CUSHION®
## UNDERFRAME

**32 LEADING CARRIERS ARE NOW ON THE GROWING LIST OF HYDRA-CUSHION USERS** • American Refrigerator Transit Co. • Atlantic Coast Line • Bangor & Aroostook Chesapeake & Ohio • Chicago, Burlington & Quincy • Chicago, Milwaukee, St. Paul & Pacific • Chicago & Northwestern • DRGW • Erie Lackawanna • Evans Products Company • Fruit Growers Express Great Northern • Gulf, Mobile & Ohio • Linde Air Products • Louisville & Nashville • Missouri Illinois • Missouri Pacific • New York Central • NITX • North American Car • Northern Pacific Pacific Fruit Express • Pennsylvania • St. Louis-San Francisco • St. Louis Southwestern • Seaboard Air Line • Soo Line • Southern Pacific • Texas & Pacific • U. S. Navy • Wabash • Western Pacific



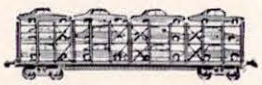
**Hydra-Cushion equipment is proving its superior performance on all types of cars.**



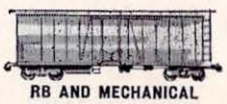
BOX CAR

TANK CAR

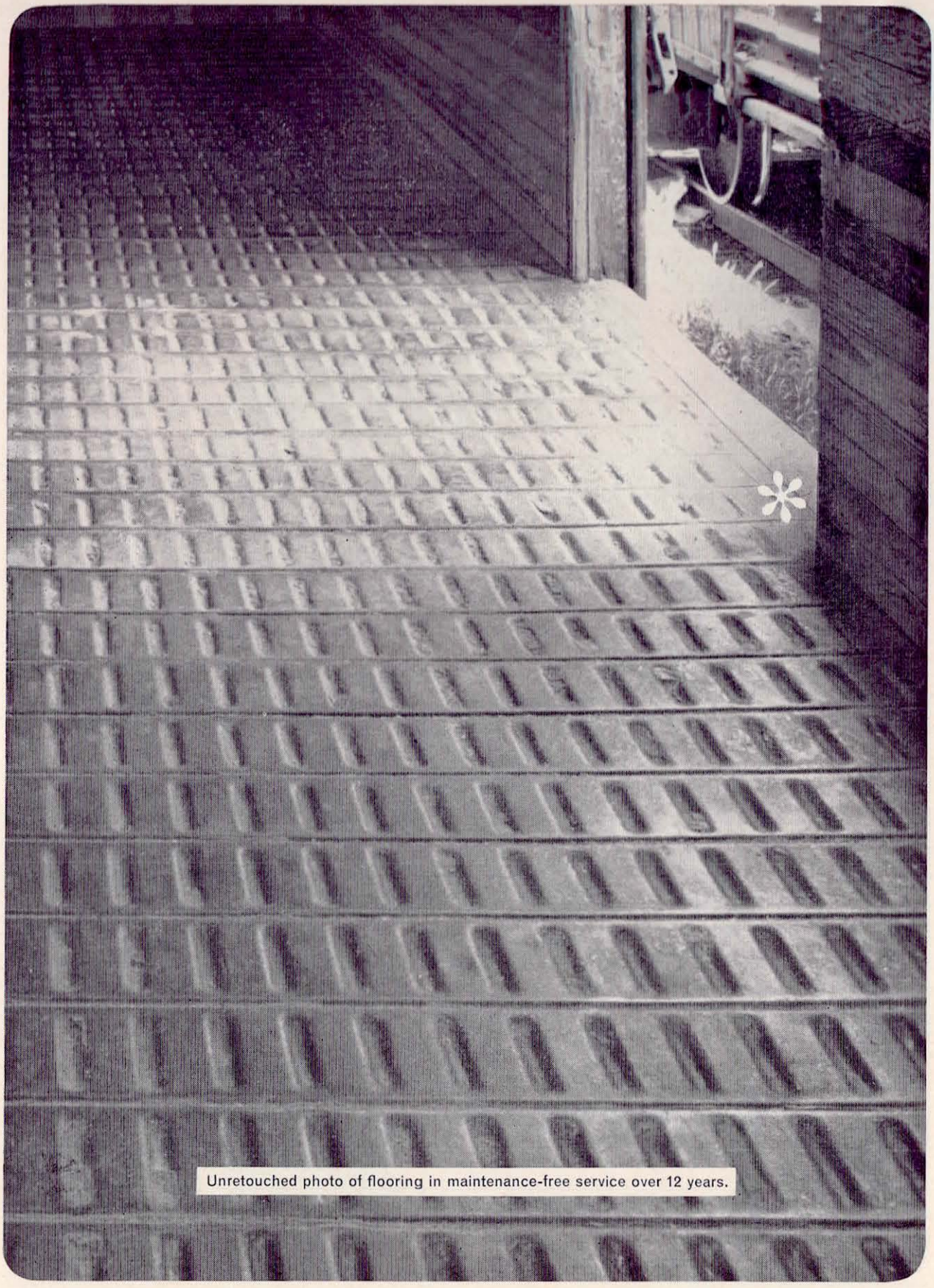
FLAT CAR



TRI-LEVEL CAR



RB AND MECHANICAL REFRIGERATED CARS



Unretouched photo of flooring in maintenance-free service over 12 years.

# NATIONAL STEEL CORPORATION

## WHAT'S SO SPECIAL ABOUT N-S-F® FLOORING?

## (It's guaranteed in writing!)

Guaranteed not to bend or buckle under your loads. Not to split or splinter ever. Not to weaken even under the concentrated weight of a heavily loaded lift truck. That's **N-S-F,** National Steel's Nailable Steel Flooring for new or existing equipment.

With **N-S-F** you get a written guarantee designed to give you the best possible protection against damage in even your most severe operations. (Terms are determined by your loads, by the kind of cars you're equipping, by the type of **N-S-F** supplied, etc.)

We know **N-S-F** will handle your loads. We know because we've put it through extreme punishment in a series of lab tests. We've jolted and jarred it. We've loaded it up with weights far heavier than any normal load. In all tests, **N-S-F** withstood these tortures without weakening. And every day, **N-S-F** proves its strength in over 90,000 cars now equipped with this durable steel flooring.

So you see, we're not taking much of a chance when we offer you a written guarantee. Because we're as well protected as you are by the preproved strength and service life of **N-S-F!**

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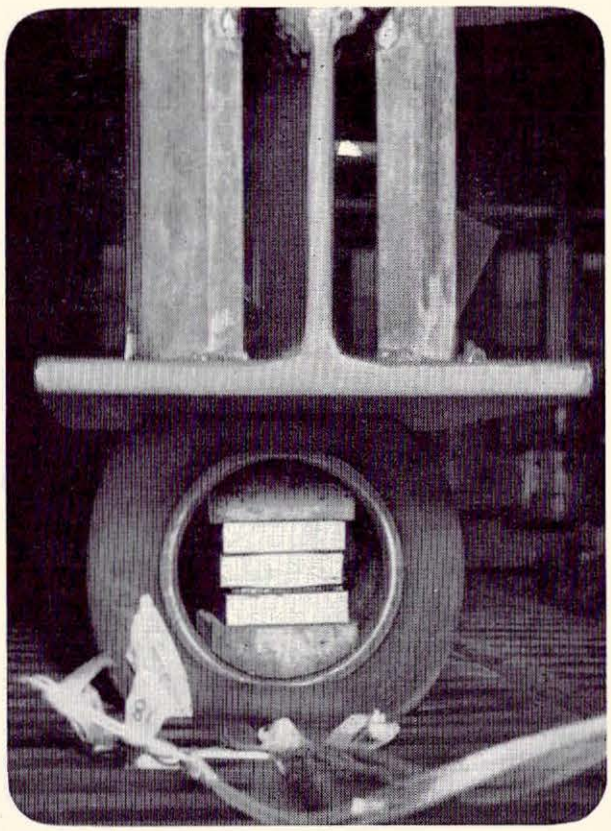


In this lab test, **N-S-F** supports extreme weight, applied through a lift truck tire to simulate actual loading conditions.

# ALCO'S NEW *CENTURY SERIES*

# AMERICA'S FIRST COMPLETE LINE OF MODERN MOTIVE-POWER

**Cuts your operating costs by up to 44%:** ALCO Century's unit-mile cost is significantly lower than typical 10-year-old units. But your savings really begin when you compare operating costs horsepower-for-horsepower. (See chart below.) The three Century units are drastically lower—by 44%, 43%, and 37%, respectively—than typical present units. Result: you enjoy greater power for less money, move more ton-miles at lower cost.

**Reduces your maintenance costs with special new features:** ALCO's Century Series incorporates the following new features designed for maintenance ease and economy—new air handling systems... removable radiator and engine hoods... wide swinging doors for doubled engine accessibility... air-sealed control compartment. All in addition to the world-famous ALCO 251 diesel engine—a maintenance miser with built-in growth to higher capacity.

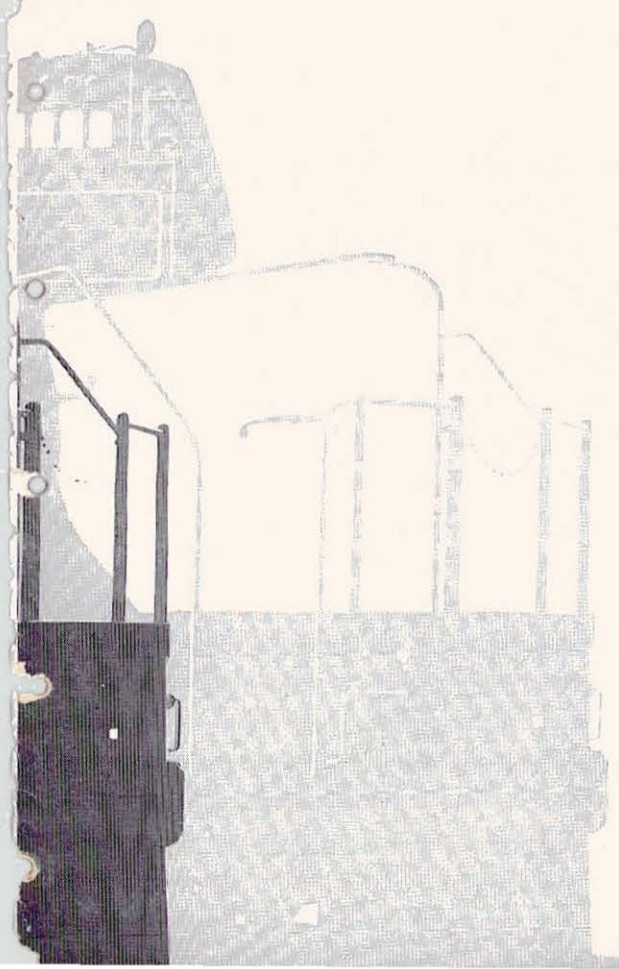
**Meets your specific power need with greater flexibility:** Choose the ALCO Century that most efficiently suits your individual requirements...

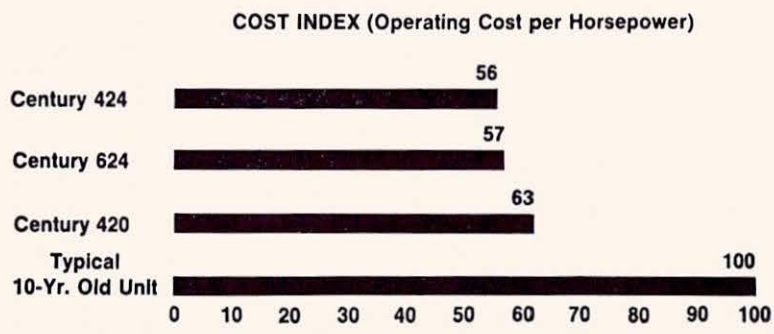
**Century 424**—four axles, four traction motors, and a 16-cylinder ALCO 251-B diesel engine generating 2400 hp for traction. **Century 624**—six axles, six traction motors, and a 16-cylinder ALCO 251-B diesel engine generating 2400 hp for traction. **Century 420**—four axles, four traction motors, and a 12-cylinder ALCO 251-C diesel engine generating 2000 hp for traction. The 420 has provision for a steam generator.

Turn in any old unit you have for a credit of up to $50,000 and more on a new Century Series locomotive. Savings are so high, cash payout is less than two years. Contact your ALCO sales representative today for full details. There is no obligation.

**ALCO PRODUCTS, INC.,** 530 Fifth Avenue, New York 36, N. Y.

*Spec. Nos. DL-640A, DL-600C, DL-721A*

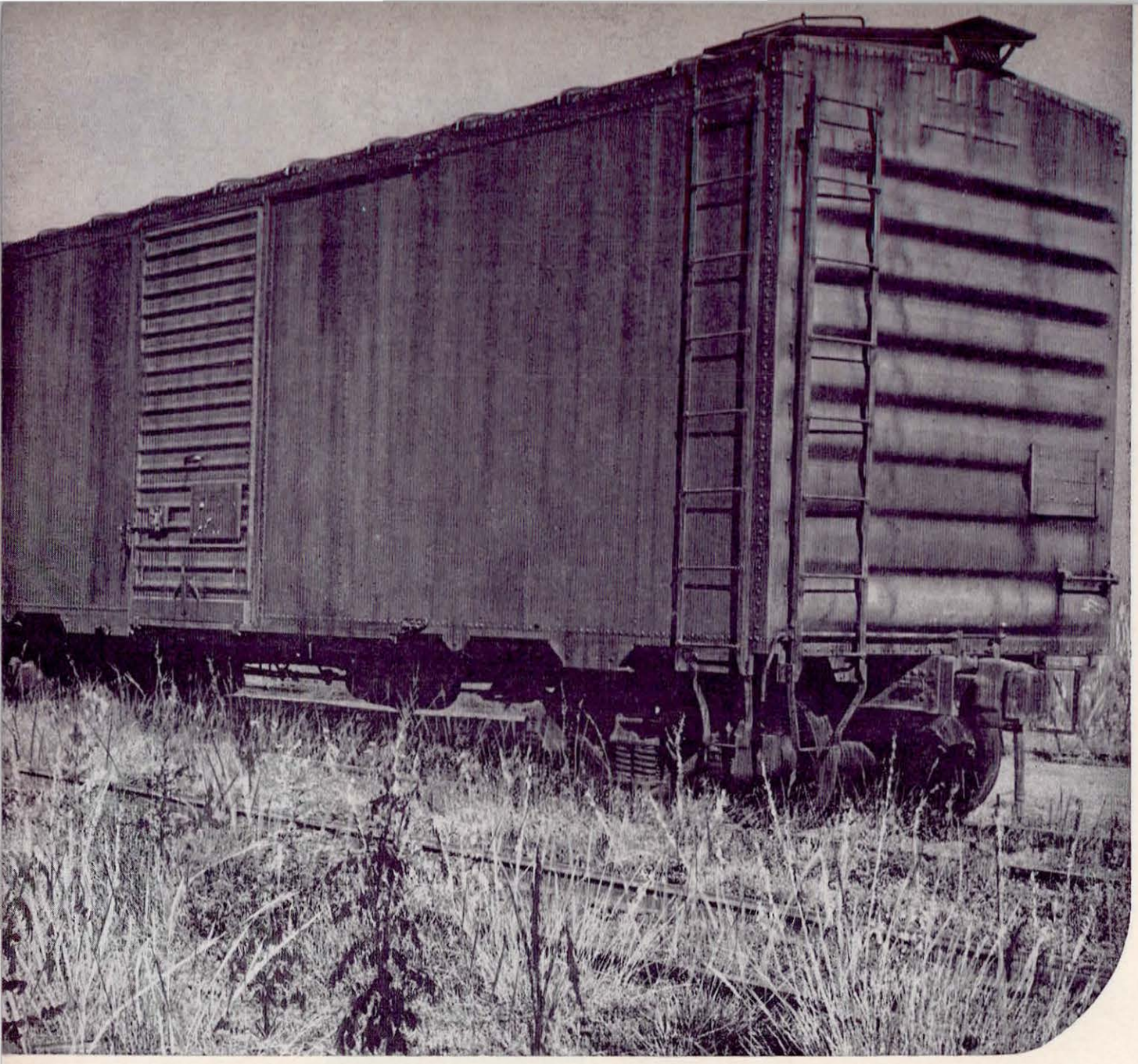





ALCO

PRESIDENTIAL AWARD
FOR ALCO'S LEADERSHIP IN LOCOMOTIVE EXPORTS

***Serving motive-power needs for more than a Century***



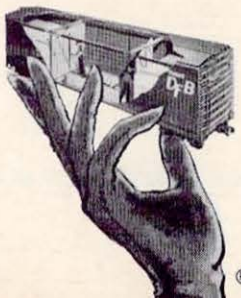
# INDISPOSED...

Why do leading railroads get greatly increased revenue from cars equipped with Evans DF-B Bulkheads? Because they are popular with so many shippers who have expressed a preference for the proved superiority of the one-piece bulkhead. And only Evans has it!

Shippers prefer DF-B Bulkhead equipment because it works with fewer moves. It allows more lift truck room. That means faster, easier, more economical loading. And there's no investment in expendable dunnage.

Happily too, railroads have found the DF-B one-piece bulkhead easiest and most economical to maintain. Because of its basic resilient type of construction, the DF-B Bulkhead safely absorbs shocks which cause damage to other bulkheads. Experience is proving that Evans DF-B Bulkheads are the strongest available.

Highly important also is the fact that only Evans has a large staff of experienced Loading Engineers strategically located throughout the country, ready to help you get the maximum return from your investment in DF-B Bulkhead equipment. DF-B Bulkheads are now available in aluminum, steel, or in combination.

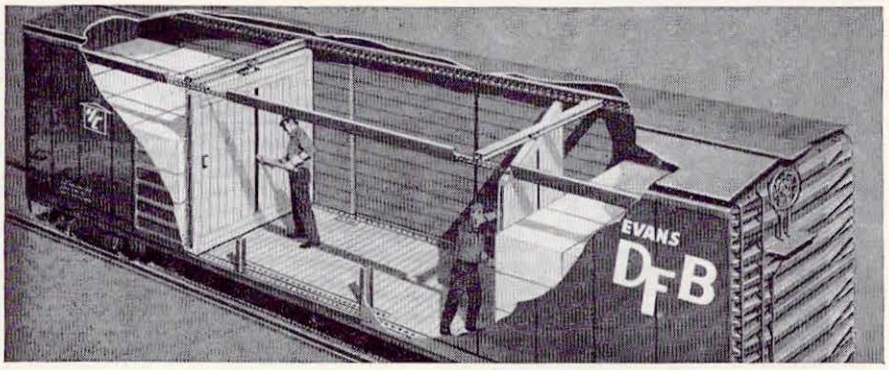



Every way you look at it, Evans DF-B Bulkheads are first choice of progressive railroads and shippers. Evans Products Company, Plymouth, Michigan.

**SHIP SAFELY WITH THE "KID GLOVE TREATMENT"®**

®

# IN DEMAND




DF-B one-piece bulkheads travel the full length of the car to brace loads anywhere in the car. Bulkheads pivot and go flat against either wall. Both bulkheads can be stored out of the way opposite either door for unobstructed loading. One man operates the bulkheads by means of a single lever. Each bulkhead can be positioned and locked anywhere in the car. These features are exclusive with Evans.

# EVANS

**DF-B Bulkhead Equipment, DF Loader for freight cars and truck trailers, Hydra-Cushion Underframe, Auto-Loader, XAP Car Devices, Material Handling and Special Equipment Racks, Freight Car Sidewall Fillers.**

EVANS PRODUCTS COMPANY
PLYMOUTH, MICHIGAN

TRANSPORTATION EQUIPMENT DIVISION

# Shippers Like Per Diem Plan

*(Continued from page 36)*

traffic manager, Linwood Stone Products Co., Davenport, Iowa, sees variable per diem as "an effective two-edged sword"—speeding the return of empties, and prodding low-car-owning roads to replenish their fleets.

Edward D. Heilbrun, general traffic manager of the Budd Co., Philadelphia, favors a variable per-diem scale—but with reservations: "I believe higher per-diem charges should be assessed for new special equipment, i.e., cushion underframe cars, jumbo hoppers, 60-foot box cars, bi- and tri-level auto-rack cars, etc. But the new method now approved by the railroads of assessing per diem based on depreciation of old equipment is a monumental accounting function, involving too much red tape."

Collateral benefits from the new per-diem plan are anticipated by some shippers.

Carl P. Greeley, vice president—traffic, National Distillers and Chemical Corp., New York, looks for a reduction in the carriers' $123-million annual loss and damage bill as modern, damage-reducing cars join the fleet in greater numbers.

Improved service is expected by R. J. Tyler, general traffic manager, Tube-Turns Division of Chemetron Corp., Louisville, Ky. Noting that "it will be more economical to move cars than to hold them," he looks for considerably faster movement of cars through terminals.

● **No panacea.** While most shippers see the variable car-rental plan as a step in the right direction, there's little tendency to regard it as any final solution. For example, Clayton L. Wornson, traffic manager, Mason City Brick & Tile Co., Mason City, Iowa, while casting a "yes" vote for the new plan, doubts that it will "create sufficient deterrent to continued use of obsolete equipment or sufficient incentive for the investment in new equipment. To improve quality as well as quantity it is necessary to make per-diem low enough on inferior equipment so its continued use is substantially less profitable than investment in new equipment. I am afraid this cannot be done without legislation setting such a policy and an impartial tribunal to determine the rates and enforce them."

● **The lesser evil.** To some shippers responding to the April poll, the idea of bringing government into the per-diem hassle is distasteful—but necessary.

"It is unfortunate," comments O. H. Miller, director of traffic and distribution, Scott Paper Co., Philadelphia, "that railroads—currently saddled with too much regulation—cannot enforce a per-diem scale which will produce the much-needed business-building equipment so vital to their growth and the drastic reduction of profit-reducing claim losses. Under the circumstances, ICC control seems the only logical solution. We must have new and improved equipment. Recent grain movements and the cold spell in February and early March created a serious national car shortage involving shippers in delays and higher operating costs."

Mr. Kohn of Linwood Stone Products casts a cautious "yes" vote for incentive legislation: "While I am opposed to too much ICC regulation, I believe they should at least set a high and low figure and define territories, if necessary. I feel confident the railroads can work out the details."

● **'Indirect confiscation.'** Among those who favor the sliding scale for car rentals but oppose the additional step of incentive per diem is Westinghouse Electric's GTM, C. D. Duffy. "Incentive per diem," warns Mr. Duffy, "would remove another item of managerial discretion from individual railroads and place that added element of decision-making in the hands of a public body, the Interstate Commerce Commission. Then, too, to a certain extent the concept is abhorrent because it verges on a form of indirect confiscation of the property of an individual railroad through the exercise of an added economic force at the discretion of a public regulatory body."

George H. Cunningham, general traffic manager, Sterling Drug, Inc., New York, opposes incentive legislation because "per diem is a management not a government problem."

Erwin S. Rosenzweig, traffic manager, Longview Fibre Co., Longview, Wash., is opposed because he wants "no more government regulation than necessary."

R. M. Boyd, director of traffic and transportation, Pittsburgh Plate Glass Co., Pittsburgh, sees a variable rental scale as necessary—"but government legislation to govern per-diem rates is neither necessary nor desirable."

R. G. Scearce, traffic manager of the Apple Growers Association, Hood River, Ore., believes legislation "should not be resorted to in an effort to supply or distribute cars properly. The railroads through their own policing power or through the ICC should be able to control the movement of cars of all types and prevent the abuses of car equipment that cause the problem to arise."

John A. Faller, director of traffic, Libbey-Owens-Ford Glass Co., Toledo, Ohio, expects no material benefits from a sliding per-diem scale but favors incentive legislation. In his view, the proposed sliding scale is "not adequate to influence purchase of high grade cars. Per-diem rates must be provided for all types of cars which will compensate for owners' costs, regardless of the value of the cars."

Another respondent who questions the value of the sliding scale is H. P. Gabriel, general traffic manager, Hershey Chocolate Corp., Hershey, Pa., who wonders "whether the carriers will divert this fund into new equipment" or will merely use the extra money from car rentals to beef up earnings.

| FOR CARS WORTH | DAILY RENTAL |
|---|---|
| $1,000 or less | $2.16 |
| $1,001 to $5,000 | $2.79 |
| $5,001 to $10,000 | $3.58 |
| $10,001 to $15,000 | $4.50 |
| $15,001 to $20,000 | $6.15 |
| $20,001 or more | $7.74 |

Proposed new per-diem rates. Value of cars is original cost less depreciation.

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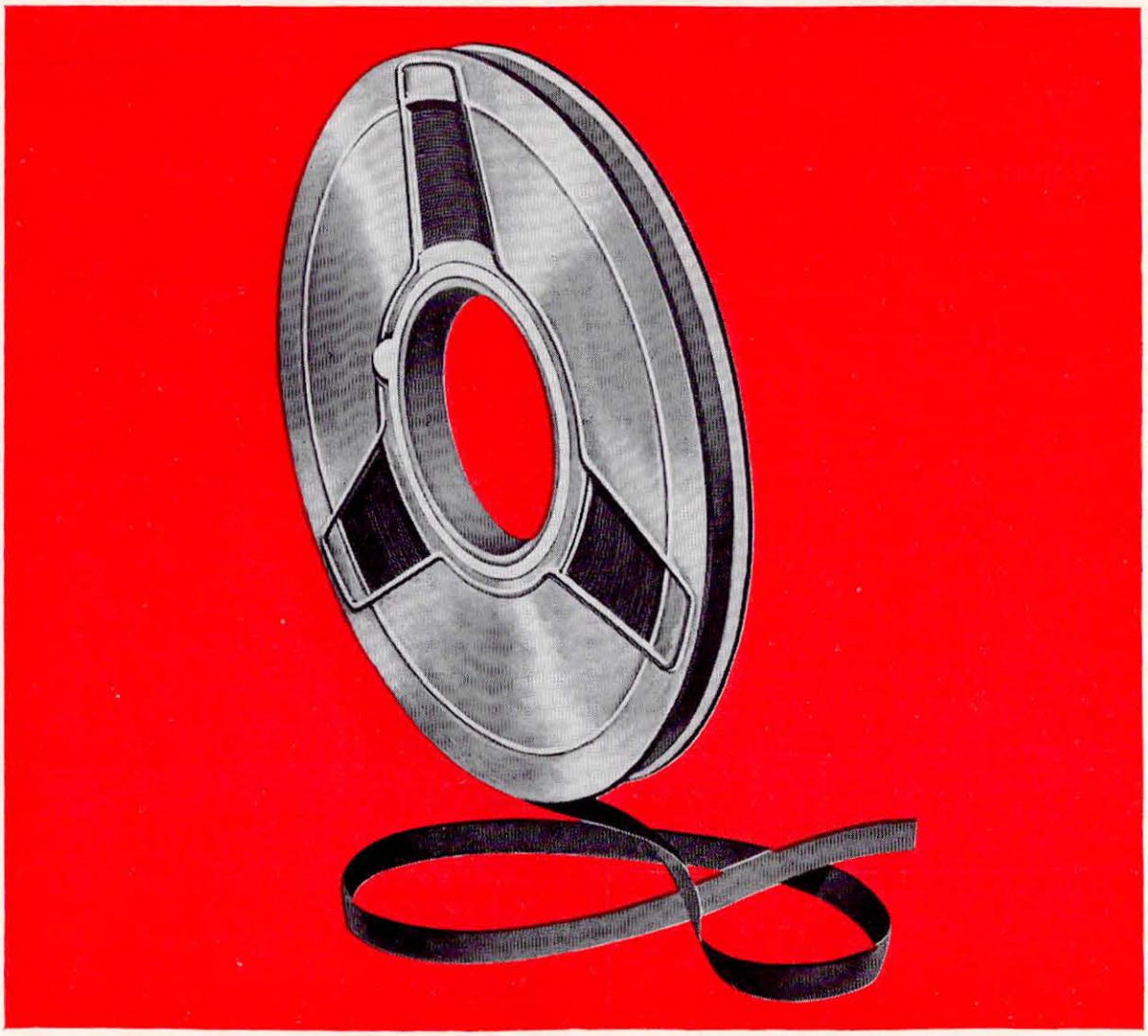

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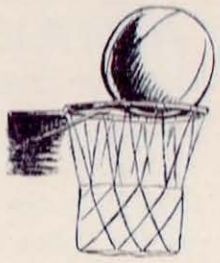

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# PEOPLE IN THE NEWS

**AMERICAN REFRIGERATOR TRANSIT CO.**—**Merle C. Sinclair** appointed western traffic manager, Denver, Colo., succeeding the late **Nate C. Coleman,** retiring May 1, after 33 years of service. **Richard E. Ringel** appointed district agent, Denver.

**AMERICAN SHORT LINE RAILROAD ASSN.**—**W. J. Hickey,** vice president and general counsel and secretary—treasurer, at Washington, D.C., retired April 8. **J. H. Jester,** vice president—traffic, elected to the additional duties of secretary—treasurer.

**BALTIMORE & OHIO.—William Bamert,** assistant to vice president—finance, **Chesapeake & Ohio,** Cleveland, appointed assistant vice president—marketing, B&O, Baltimore. Since 1958 Mr. Bamert has been head of the C&O's revenue research, a department engaged in the study of costs for service pricing purposes.

**CANADIAN NATIONAL.—J. H. Easton,** analytical services officer, Atlantic Region, appointed general superintendent of express-freight services, Prairie region, Winnipeg, Man., succeeding **H. C. Russell,** who was promoted to express-freight liaison officer, system, Montreal.

**George Leonard Galloway,** assistant general superintendent of equipment, Toronto, Ont., will retire May 31.

**D. W. Blair** appointed coordinator of express freight services, system jurisdiction, Montreal. **A. F. Bohle,** freight sales representative, Milwaukee, named assistant freight sales officer there. **V. C. Kay** appointed Alaska sales representative, Vancouver, B.C. **D. E. McClusky,** special traffic clerk, passenger department, Chicago, named terminal passenger agent there. **C. J. Ryan,** chief clerk, transportation department, **Grand Trunk Western,** Chicago, appointed general agent there. **D. J. Sebastian,** senior freight sales analyst, Montreal, named assistant area freight sales manager, B.C. Area, Vancouver. **D. A. Teskey,** general agent, freight sales office, Milwaukee, named freight sales officer there. **A. Foti,** manager of statistics, Montreal, appointed chief statistician there. **J. L. Hopper,** clerk, freight and passenger sales office, Kansas City, named manager, passenger service center, Chicago.

**T. K. Brothers,** trainmaster—road foreman, St. Catharines, Ont., and **E. V. Snell,** trainmaster—road foreman, Brantford, Ont., have exchanged positions.

**H. D. Gibson,** work study officer, transportation department, Montreal, appointed mechanical engineer, equipment department, Battle Creek, Mich.

**CHESAPEAKE & OHIO.—J. W. Nolan** appointed chief of tariff bureau, Richmond, Va., succeeding **Robert B. LeGrande,** who retired April 1, after over 45 years with the C&O. **Richard Tikkanen** appointed freight service representative, Detroit, Mich.

**CHICAGO & NORTH WESTERN.—R. E. Klamerus** named auditor freight claims, Chicago.

**ERIE-LACKAWANNA.—Thomas J. Sanok,** assistant to operating vice president, Cleveland, appointed director of labor relations there. Abolished position of assistant vice president—labor relations, formerly held by **Fred Diegtel,** elected vice president—operations (RA, April 22, pp. 32-33.)

**Ronald E. Towns,** western passenger sales manager, Chicago, retired April 30.

**Paul W. Johnston, Jr.,** freight traffic manager in charge of piggyback, forwarder freight and less-than-carload freight, New York, appointed to the newly created position of director of piggyback, Cleveland, effective May 1. Mr. Johnston will continue to supervise freight forwarder and less-than-carload traffic sales.

**ILLINOIS CENTRAL.—Harry E. Carlson,** commercial agent, Pittsburgh, Pa., promoted to general agent, Grand Rapids, Mich., succeeding the late **Howell H. Hays. Frederick N. Aldrich,** traveling freight and passenger agent, Houston, Tex., promoted to general agent there, succeeding the late **Robert J. Linton.**

**Herbert J. Deany,** general solicitor, Chicago, retires April 30.

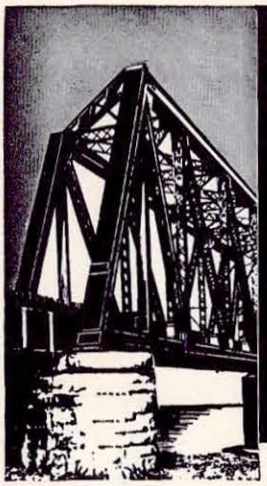
**JERSEY CENTRAL.—Edward P. Seiwert,** manager of market research, Jersey City, N.J., appointed assistant freight traffic manager—sales and service there. Mr. Seiwert's primary assignment will be the handling of trailer-on-flat-car (piggyback) and other motor trucking sales and service matters. **Lester J. Evans,** assistant to freight traffic manager—sales and service, succeeds Mr. Seiwert as manager of market research. **Bernard J. Strongin,** commercial agent, succeeds Mr. Evans.

**LOUISVILLE & NASHVILLE.—M. V. Maguire,** trainmaster, Louisville Terminals, appointed assistant superintendent, Louisville division. **C. E. Montgomery,** assistant trainmaster, Louisville Terminals, succeeds Mr. Maguire.

**MONON.—James R. McCarthy** named district sales manager, Chicago, to replace **P. T. diLustro,** promoted (RA, April 22, p. 33). The following named district sales managers: **J. G. Tierney,** Portland, Ore.; **A. J. Schumacher,** Minneapolis; **C. E. Koehler,** Cincinnati. **A. L. Couey** and **V. B. Kitchen** appointed sales representatives, Richmond, Va., and Kansas City, Mo., respectively.

**PENNSYLVANIA.—Richard D. Schoen** appointed to the newly created position of manager—business assistant and information processing, Philadelphia, effective May 1. Mr. Schoen was formerly with Socony-Mobil Oil Co.

**PULLMAN COMPANY.—Justin J. Nolan,** vice president—traffic and assistant to president, will retire May 1 after almost 44 years of service. **Ralph C. Buckingham,** passenger traffic manager, will be in charge of the traffic department. **Charles R. Baumann,** sec-

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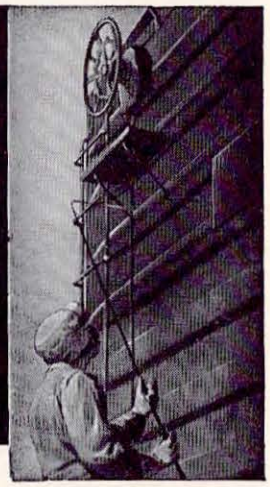

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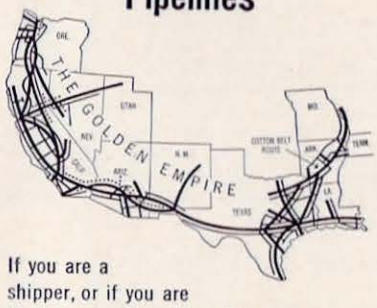


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retary and treasurer, will assume additional duties, with the title of assistant to president and secretary and treasurer.

**READING.**—**Arthur C. Palmer** appointed acting division engineer, Reading, Pa., due to illness of **James F. Sherron,** division engineer. **James A. White, Jr.** appointed acting assistant division engineer, Reading.

**SOUTHERN.**—**Thomas D. Nicholas,** manager of transportation, rail-highway services, Washington, D.C., appointed assistant to vice president—freight claims, stations and transfers, Chattanooga, Tenn. Other appointments made: **J. M. Auten,** manager, rail-highway services, Washington; **Denver Eyler,** manager of transportation, rail-highway services, Washington; **J. E. Deaton,** assistant manager, rail-highway services, Jacksonville, Fla.; **F. M. Willis, Jr.,** assistant manager, rail-highway services, Greensboro, N.C.; **Charles S. Stagg,** general agent, San Francisco, Calif.; **T. W. Martin,** terminal trainmaster, Charlotte-Airline Junction, N.C.; **Gordon I. Russell,** district freight agent, Atlanta, Ga.; **David G. Freeze,** district freight agent, Charlotte, N.C.

**Olyn R. Bailey, Jr.,** trainmaster, Somerset, Ky., promoted to assistant superintendent there. **Carlos T. Morrison,** trainmaster, Mobile, Ala., named trainmaster, Danville-Oakdale, at Somerset.

**A. Franklin Cox,** assistant communications engineer, named supervisor communications, Chattanooga, Tenn.

**Oliver H. Duncan,** general foreman diesels, Knoxville, Tenn., named general diesel supervisor, Alexandria, Va.

**SOUTHERN PACIFIC.**—**G. S. Sines,** transportation assistant, San Francisco, appointed assistant manager, Specialized Operations Department.

**J. T. McKenna** appointed superintendent of shops, Houston, Tex.

**UNION PACIFIC.**—**George D. Schade,** general freight agent, Northwestern district, Portland, Ore., retires April 30, after more than 46 years of service. **Ronald W. McIntosh,** assistant general freight agent, Portland, appointed general freight agent—rates. **Robert W. Gill,** assistant general freight agent, appointed assistant freight traffic manager—rates, Portland. **Richard T. Corson** named assistant general freight agent there.

**U.S. ARMY AVIATION AND SURFACE MATERIAL COMMAND (AVSCOM).**—The Army Transportation Material Command has been renamed the U.S. Army Aviation and Surface Material Command, Brig. Gen. David B. Parker, commander at St. Louis, announced April 18. When the command was established in St. Louis in 1953, it was known as the Transportation Corps Army Aviation Field Service Office. In 1955 it became the Transportation Supply & Maintenance Command. In 1960 it was shortened to Transportation Material Command.

The Command is the procurement center for Army rail equipment and parts. It buys and maintains locomotives, rail cars, and other rail equipment.

**WABASH.**—**W. P. Beesley,** assistant superintendent, Montpelier division, Peru, Ind., appointed division engineer, Decatur division, Decatur, Ill. **Ted Kielborn** named assistant superintendent TOFC, Chicago Terminal.

**WESTERN MARYLAND.**—**J. E. Piquitt** promoted to chief special agent, Port Covington, Baltimore, Md., succeeding **E. J. Chapman,** who retires May 1 after 41 years with the WM.

**C. H. Stoner,** real estate agent, Baltimore, retires May 1, after 45 years of service with the WM, and that position abolished. **C. L. Robinson,** engineer property management and development division, appointed manager property division in charge of real estate, valuation and industrial engineering.

## Supply Trade

**Robert A. Haack** has been appointed manager of railroad sales, **Barco Division, Aeroquip Corp.,** 500 Hough Street, Barrington, Ill. Mr. Haack was sales manager, midwestern district, Yuba Consolidated Industries. Other railroad sales appointments are: **Frank J. Thomas,** manager customer service, Barrington; **Charles O. Jenista,** district manager—Chicago Area, Oak Park, Ill.; **Clarence E. Allen,** district manager—Western region, Moraga, Calif.; **William B. Bley,** district manager—New York Area, Hackensack, N.J.; **LeRoy Bromley,** district manager—St. Louis Region, Springfield, Mo.; and **Wesley T. Jones,** district manager—Southeastern region, Richmond, Va.

**Walter N. Saaby,** general traffic manager, **Highway Trailer Industries, Inc.,** has been appointed director of railroad sales, Chicago.

**Cummins Sales and Service, Inc.,** Arlington, Tex., has been appointed distributor for **Frigikar Corp.'s** line of Frigiking and Coldmaster truck cab air conditioning units and

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**Harry Shapiro,** general credit manager, **Strick Trailers,** Fairless Hills, Pa., promoted to administrative sales manager.

The Eastern office of the **Buckeye Steel Castings Co.** will move from 50 Church Street, New York, to 123 Quimby Street, Westfield, N.J., effective May 1.

## Industrial Traffic

**Richard B. Blackwell,** formerly transportation economist, Office of the Under Secretary for Transportation, U.S. Department of Commerce, has joined **R. L. Banks & Associates, Inc.,** 1001 15th Street, N.W., Washington 5, D.C., as director of research.

**Miles F. Tamisiea,** assistant traffic manager, **Theo. Hamm Brewing Co.,** St. Paul, has been appointed general traffic manager there.

**Floyd R. Adams,** traffic manager, paper products, has been promoted to traffic manager, Forest Products Operations, Packaging Division, **Olin Mathieson Chemical Corp.,** West Monroe, La., succeeding **Henry F. Easterling,** appointed manager, transportation legislation for Olin in New York.

**Richard E. Costello,** former general attorney for the **Erie-Lackawanna,** has joined the law department of the **American Sugar Refining Co.** and will specialize in the handling of transportation legal matters.

**F. G. Cartlidge,** general traffic manager, Eastern division, **Colorado Fuel & Iron Co.,** Pueblo, Colo., retired in March.

**A. C. Stone** has been promoted to traffic manager, **Brunswick Corp.,** Chicago.

**Fred D. Dennstedt** has been named vice president for supply and transportation, **Humble Oil & Refining Co.,** Houston, Tex., succeeding **Thomas W. Moore,** named senior vice president of Esso International, New York. Both are affiliates of Standard Oil Co. (New Jersey). Mr. Dennstedt was formerly vice president of manufacturing for Humble.

**George P. Reilly,** assistant traffic manager, Western division, **International Paper Co.,** San Jose, Calif., has been promoted to traffic manager of that division which has moved to 777 North First Street, San Jose 12, succeeding **Carl Nolte,** appointed vice president—traffic, **Longview, Portland & Northern** (RA, April 8, p. 70).

**William H. Osterland,** vice president, **Mid-Continent Coal & Coke Co.,** has been appointed director of traffic, **American Steel Foundries,** to succeed **George R. Farmer,** who retired March 1.

**Abraham A. Diamond,** traffic manager of **Hyman-Michaels Co.,** and secretary of Lakes Shipping & Trading Corp. has resigned to engage in the full time practice of law at 79 West Monroe St., Chicago 3.

**William R. Green** has been appointed materials superintendent at **Evans Products Co.,** Plymouth, Mich., plant. Mr. Green, formerly service manager, will now be in charge of production planning and scheduling, traffic, receiving, material handling and service.

**Forrest A. Blood** has been promoted to traffic manager of **General Railway Signal Co.,** Rochester, N.Y. Mr. Blood formerly assisted the vice president in charge of sales.

**William B. Rose,** manager of distribution, **Witco Chemical Co.,** New York, has been appointed manager of distribution and traffic. **Anthony J. Zazzarino,** eastern regional traffic manager, has been appointed general traffic manager. **Eugene Hayes,** assistant traffic manager, named eastern regional traffic manager.

**Harold B. Brown,** assistant general traffic manager, **Mobil Oil Co.,** has been appointed general traffic manager, succeeding **A. G. Anderson,** retiring May 1.

**Edward A. Winter** has been appointed assistant vice president in charge of traffic, **Godchaux Sugar Refining Co.,** New Orleans, La. Mr. Winter has been associated with the Illinois Central, Southern Pacific and the Inland Waterways Corp. (Federal Barge Lines).

**L. J. Becquet,** traffic manager, **Gooch Milling & Elevator Co.,** Lincoln, Neb., retires April 30, after over 45 years in the transportation field.

## OBITUARY

**W. S. R. Hamilton,** retired engineer of electric equipment, **New York Central,** died recently.

**A. M. Westenhoff,** 71, retired engineer of construction, **New York Central System,** Chicago, died Feb. 26 at his home in Glen Ellyn, Ill. Mr. Westenhoff recently had been active in consulting practice and was a founder and officer of Westenhoff & Novick, Inc., consulting bridge and foundation engineers, Chicago.


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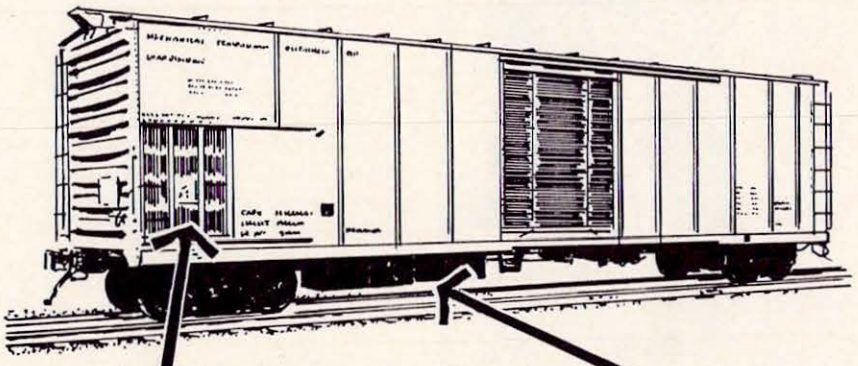

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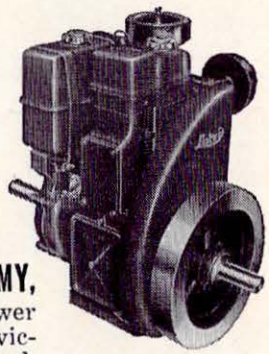

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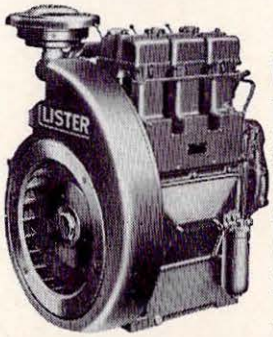


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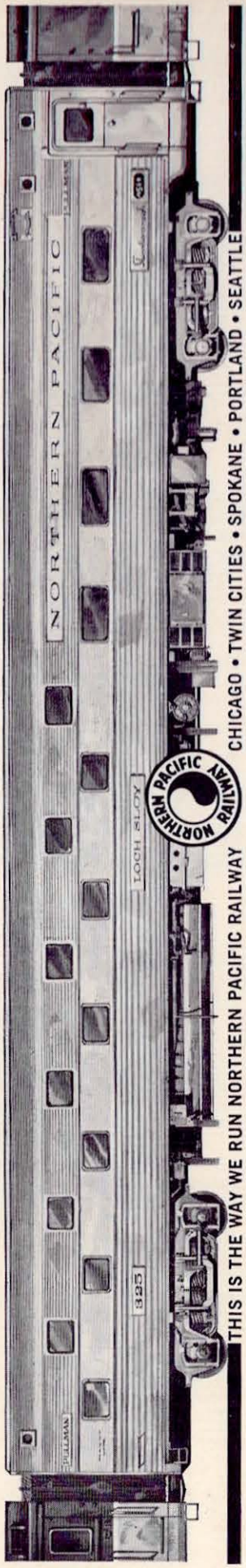


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# RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

**POPULAR BELIEF CAN ERR**—Plausible and widely quoted opinions (so it strikes me) are usually erroneous, at least in part. One such opinion now often heard is to the effect that "we don't need any more research on transportation policy—what we need is to put into effect the research we've already done."

I'd say the second part of that expression is true enough—such questions as the wisdom of mergers, of rate-making freedom, and the need for revision of working rules, have been exhaustively researched and established. They need action, not further analysis. But there are plenty of other areas where research hasn't gone nearly far enough, e.g., how to equalize taxation (aside from user charges) for the several modes of transportation; and how to finance railroad plant improvements adequately, when their rivals get unlimited capital from the public treasury.

**PUBLIC'S INDIFFERENCE**—My favorite right-wing essayist, Bill Buckley, editor of National Review magazine, has sent me a copy of his new book, "Rumbles Left and Right." In one of his pieces, he complains that people do not object as they should to poor service, e.g., in restaurants.

He cites his own reluctance to complain to a train crew of excessive heat in a passenger coach, and he makes a side reference to the "creeping disolution of the railroad industry."

The railroads are not themselves dissolving (as I see it) but are, in places—especially in parts of New England—*being* dissolved. What is dissolving them is precisely the public lassitude and indifference of which Mr. Buckley complains. You don't, if you are fair-minded, starve an enterprise by heaping favors on its rivals the way Yankees have starved their railroads, and then kick the victim around as if malnutrition were a malady he had acquired on purpose, and because of which he deserves to be chastised.

**BEECHING PRESCRIBES**—Doc Beeching, the vigorous manufacturing chemist whose job it is to rehabilitate the British Railways (by trimming away the dead wood, so the lively branches can thrive and bear fruit) is running up against scarcely surprising resistance.

The public, says the good doctor (as reported in the New York Times), expects the railways to be simultaneously modern and archaic. The railways must be attractively up-to-date and, at the same time, continue services for which they are no longer suited, simply "because they have always done them."

Moreover, the British public are "filthy"—that is, in the way they litter up the trains. No doubt the British Railways are going through a critical period, but hard-headed persistence in a realistic program of adjustment ought to win through—if for no other reason than that there's not enough land available on which to build the highways to replace the railways if they were abandoned.

Here in the U.S., D & H Chairman William White has shown me a letter he's written to Cornell students who have objected to the railroad's abandonment of passenger service, Albany to Binghamton. He told them, if all complainants had been riding the trains, it wouldn't be necessary to abandon them.

**GARBAGE ON THE RIGHT-OF-WAY**—I hear and read plenty of complaints about the passenger service of this or that railroad—e.g., dim-lit stations needing paint, and poorly maintained cars.

But the sorriest sight around any railroad is quite likely to be the rubbish dumped on railroad property by slovenly citizens. If people were caught littering up the highways the way some of them clutter up the property of their local railroad—with empty cans, ashes and garbage—they'd wind up in the hoosegow.

Some of the proudest and most pretentious suburban communities in the country seem to indulge their porcine yearnings in the way they treat local railroad property—just about the most negative advertising they could provide for their communities. It's as incongruous as a beautiful woman who neglects to wash her neck or clean her fingernails. And involves a psychology that is beyond my feeble understanding.

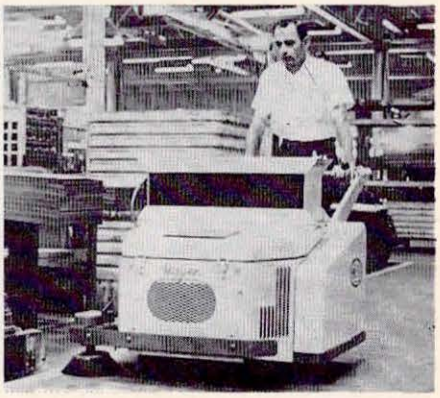
# NEW PRODUCTS REPORT

## Piggyback Trailer (RA-1)

A trailer, said to be the first designed primarily for piggyback operation and with over-the-road service as a secondary consideration, has more than a dozen of the special construction details most frequently specified by railroads and forwarders for TOFC handling. The "Piggybacker," a heavy-duty steel-and-aluminum trailer, has been designed for an over-the-road pick-up and delivery range of 25 to 50 miles, rather than for long-haul operation. Its reinforcement and handling features are those almost universally specified by railroads. Along with reinforced front wall and heavy king pin plates, this trailer features Plymetl rear doors with four outside locks and safety chains, 7-in.-wide high-tensile steel posts, D rings fore and aft on both sides for tie-down, special lower rail on the body as a reinforcement for straddle carrier and fork-lift handling, recessed front connectors for air and electrical lines, card holder and manifest box, and special Highway inter-mount suspension. *Highway Trailer Industries.*

## Sealed Lead-Acid Battery (RA-2)

Used for the first time in Exide's Lightguard Model F emergency light, a new permanently sealed six-volt lead-acid battery has a 30-amp-hour capacity and a life expectancy of seven years. A full-wave-type rectifier automatically recharges the battery, then switches to a trickle rate. Maintenance is virtually eliminated. Lamp provides 25 watts. *Exide Industrial Marketing Division of the Electric Storage Battery Co.*



## Electric Power Sweeper (RA-3)

The electrically powered Model 703-E, with a 30-in. sweeping path, is designed for narrow aisles and congested areas. Its 24-volt, series-wound motor develops 1.6 horsepower at 2,600 rpm and has pre-lubricated, self-sealed ball bearings at both ends of its drive shaft. Four six-volt lead-acid batteries give the 24-volt system a 160-amp-hour rating at 20 hours. A control bar contains all operating levers. *Wayne Manufacturing Co.*

## Power Tools (RA-4)

Five basic tools, with variations, comprise the All-Insulated line of portable electric power tools that are said to give maximum safety from electric shock. The tools have two systems of insulation as compared with one in most portable power tools. The first insulation is part of the motor. The second is an additional line of protection comprising internal isolation of the motor plus fiber-glass outer housings which are fire resistant. *Black & Decker.*

## Lifting Beam (RA-5)

A newly developed 52-lb aluminum lifting beam can lift loads up to 9,000 lb at a spread of 60 in. Safe load tests indicate that lifting capacities of the beam are 6,400 lb for a 50-in. spread, 5,200 lb at 40 in., 4,300 lb at 30 in., 3,600 lb at 20 in., and 3,000 lb at 10 in. The adjustable beam is recommended for all types of industrial lifting assignments requiring minimum personnel and rapid load movements. *Allied Engineering & Production Corp.*

RAILWAY AGE WEEKLY

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NAME ..... TITLE .....

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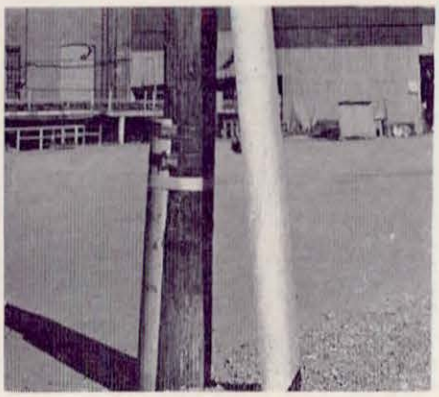
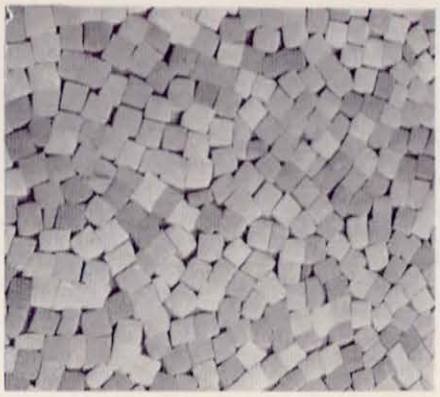
# NEW PRODUCTS REPORT



## Steel Pole Reinforcers (RA-6)

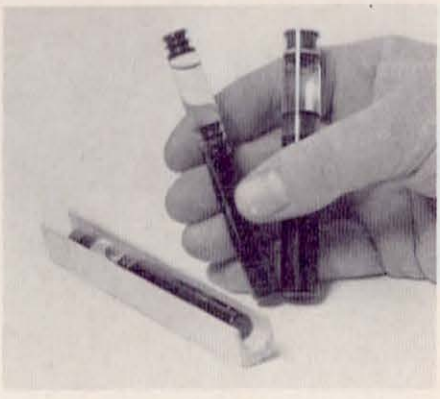
Years can be added to the life of wood poles that have deteriorated below the ground, it is claimed, by the use of steel reinforcers. They are driven into the ground alongside the pole and then are banded to the pole. The added support is said to prolong the interval between pole replacements. The steel reinforcers are fabricated from 7-in.- 8⅝-in.- and 9⅝-in.-diameter seamless casing cut horizontally into sections 10 to 13 ft long. A V-shaped indentation at one end of each section leaves two "teeth" that are designed to ease penetration into the ground.

The steel reinforcers may be driven with standard air hammers. For adverse conditions such as rock, custom-made hydraulic drivers are available. The reinforcers usually are driven at least a foot deeper than the original pole setting, and from 3.5 to 4 ft are left above ground for banding. After driving, the reinforcers are banded securely to the pole with 2-in. by .05-in. strapping. *Colorado Fuel & Iron Corp.*



## Vinyl Flooring (RA-7)

Tessera vinyl Corlon, a heavy-duty sheet flooring, was chosen by the Atlantic Coast Line for resurfacing the floors of several lightweight passenger cars serving Florida vacation resorts. The flooring, in .090-in.-thick sheet form, 6 ft wide, has high flexibility, which contributes to ease of installation. Tiny square-faced vinyl tiles make up the wearing surface. These cubes, while standing out individually in the design, are imbedded in vinyl plastic and surrounded by vinyl grout to give an almost three-dimensional effect. Because of the inset-vinyl-chip formulation of the flooring, its surface is slightly embossed to break the high natural gloss of the plastic and give a more relaxing appearance. Its nubbiness serves to conceal scratches that might show up on a high-gloss floor. The flooring, in a light tan color with feature strips of dark tan, was used as the focal point for the soft tan and beige combinations used for redecorating the interiors of the ACL cars. Seats, ceilings, and walls are in matching or complementary colors. *Armstrong Cork Co.*



## Plastic Compound (RA-8)

Tylife capsules, filled with a resinous plastic compound for treating spike holes, are now being offered to the railroad field. The capsules, which are available in diameters to fit standard spike holes, are divided into two sections—a top section containing an activator solution and a lower section containing the plastic compound. To treat either a new pre-bored or a spike-worn hole, the capsule is dropped into the hole and the spike driven into it. This action shatters the capsule, allowing the activator to mix with the plastic material to form a waterproof spike-bonding compound. It is claimed that the pressure from the spike forces the Tylife compound into the wood fibers to provide permanent protection against moisture and air. The manufacturer states tests have shown that as much as 100% better back-out resistance will result from using Tylife in worn holes. Available with glass ball sealers to close holes bored completely through the tie, Tylife also has special U-shaped tie plugs for reduction of hole size. *Eaton Mfg. Co.*

## New Literature

72-VOLT CONTROL FOR LIFT TRUCKS. A bulletin, published by the Yale Materials Handling Division of Yale & Towne Mfg. Co., describing the features and advantages of 72-volt power for electric lift trucks in capacities from 3,000 to 10,000 pounds. (NL-1)

SHIPPING AND STORAGE CONTAINERS. A folder with the latest specifications on the Champion Co.'s most popular line of shipping and storage containers for all modes of transportation. (NL-2)

MOVING BULK MATERIALS. A new 36-page catalog on air-powered bin hopper vibrators, conveyors and feeders, covered hopper car vibrators and vibrating tables has been announced by the National Air Vibrator Co. (NL-3)

HANDBOOK OF CORRUGATED AND SOLID FIBREBOARD BOXES AND PRODUCTS. A new edition of the Fibre Box Association's handbook which is widely used as a reference source in the fields of packaging, distribution and transportation. (NL-4)

EASY LOADER ALUMINUM CROSSMEMBERS. This brochure, from Sparton Railway Equipment, Division of Sparton Corp., contains information on the "one-man" aluminum crossmembers used with Sparton Easy Loader load-protection systems for freight cars and trucks. (NL-5)

HAULAGE MACHINES. A new 20-page illustrated booklet describing Link Belt Co.'s drum-type car pullers and its revamped line of capstan-type car spotters. The booklet provides selection data, typical arrangements and list of accessories for both the car spotter and car puller. (NL-6)

# SPECIALIST: TRANSPORTATION

George Craig, Vice President-Marketing, is typical of a rising new breed on the Texas & Pacific Railway. He's a specialist in finding men who like a challenge . . . men experienced in the tough and competitive field of big time traffic . . . men with the initiative to pitch in and come up with completely new ways to meet today's complex shipping needs. No matter what your traffic problem is, T&P Commodity Specialists are ready to go to work for you immediately.

When doing it right really counts . . . call a Specialist . . . and SHIP T&P

**TEXAS AND PACIFIC RAILWAY**

# How IC Modernized Its Freight Billing

**Faster, cheaper and errorless billing of customers for freight service, plus some potentially large subsidiary benefits, have resulted from a non-manual waybill-to-freightbill process.**

**PROCESSED FILM** is put into copyflo printer for masters from which the freight bills will be printed.

An important chapter in the railroad battle to reduce paper work was written during April at Chicago as a girl and a machine operator (plus a roomful of machinery seldom—if ever—seen on railroads) converted more than 30,000 waybills into customers' freight bills—without any particular strain and without touching a typewriter.

The chapter represented a triumph in focusing technology from several widely separated fields into a system that has saved money and solved problems for the Illinois Central at five major billing points. Waybilling is traditionally a laborious, manual task whose tedium has often led to mistakes that are costly to correct. However, IC's new installations utilize recent technical progress in cameras, film, film processing, paper, reproduction and electronic data processing techniques. IC's new billing setups are at Chicago, St. Louis, Jackson, Miss., New Orleans and Baton Rouge, La.—points where volume justifies installation expense. Each of the agencies thus equipped provides the railroad with:

- Ability to handle up to 100,000 waybills a month—though the largest of the agencies so equipped, Chicago, handles only about 30,000 waybills a month.
- Economy in paper and printing expense. A 10-part freight bill costs about 1¢ against a former cost per freight bill of 2½¢ to 5¢, depending upon whether carbonized accordion forms or plain forms were used.
- Errorless billing — eliminating completely the laborious corrections that formerly had to be made through several IC departments once a typist made an error in copying information from a waybill to a freight bill. "Elimination of customer irritation has to rate high as one of the many intangible benefits of this system," notes one of IC's agents.
- Speedier billing. All waybills, no matter how many come in during the busiest periods, are in the mail to customers by the close of the business day.
- A list of extra benefits ranging from cheaper, improved car records for agencies and elimination of yard car record books to form-production capacity that may, in time, bring savings to IC that exceed direct benefits from the new billing setup itself.

Operated, at Chicago, by a girl and a machine operator, the new billing system operates with a camera (for photographing waybills with a mask that applies a new heading and ending—thereby creating a freight bill); a machine for processing the film; a machine for printing what, in effect, are stencils from the film; a machine for printing and sorting the required number of waybills, plus a power paper cutter for cutting apart the sheets upon which the freight bills are printed. The two-person team handling 30,000 waybills-to-freightbills at Chicago every month operates with what IC's superintendent of stations, M. D. Partelow, describes as ". . . a lot less fatigue. I can tell you a full-time bill clerk works hard and gets fatigued. Billing is dreary work and requires continuous concentration to keep from making errors. Our new system is a lot kinder to the people doing the billing."

- **What will it cost?** The micro-filming machine cost about $2,500; the film processor cost about $2,700; the Multilith and sorter cost about $10,000 and the Xerox machine (that prints masters from the film) rents for $800 a month at Chicago and $400 a month at the other points having the system. Additionally, there were some installation costs because of the water, electrical and environmental needs of the machines.

Maintenance of the new billing systems is covered by service contracts in effect at each of IC's agencies having the setups. Each installation's service contract—costing "less than $1,000" annually—calls for periodic preventive maintenance plus all parts and labor to correct any malfunctions. "Actually," notes Mr. Partelow, "there have been no breakdowns to speak of in actual operations so far."

The new billing systems are expected to pay for themselves in less than a year. The five installations went into operation in a spurt. The Baton Rouge agency went to work February 1; Chicago, Jackson and St. Louis all got under way April 1. New Orleans (which had been in partial operation with some of the machinery for some time) will get into complete operation about mid-May.

## Many side benefits

There is a long—and growing—list of side benefits to the IC from the billing setups and from the individual machines in the systems. For example, after only a month or so of operation, some intriguing possibilities for cash savings and service improvements have been provided that may, in time, exceed the substantial savings achieved in billing customers.

Stations Superintendent Partelow and Charles Hott, assistant superintendent of stations, the two men who more than any others, were involved in bringing about the wedding between new technology and an old, laborious railroad paperwork task, noted these side benefits (and mentioned that there were other benefits in too preliminary a stage to be talked about at present):

- The machines provide valuable printing ability at agencies equipped with the billing setup.
- One of the machines in the system has enabled the IC to greatly improve its car reporting system—and save much money while doing so.
- The new billing systems have vir-

tually eliminated records-searching and provide almost instant access to waybills that need re-examining.

Use of the billing system's Multilith machine at the agencies that have them for printing forms and other necessary printed material is proving a boon in both cost and time. Notes Mr. Partelow, "All you have to have is a copy of an old form. You take a picture of it, make a master and run off as many as you want. The multilith will print 9,500 forms per hour—and since you can put two of most things required on one form, this means you can print close to 20,000 items an hour. Inasmuch as there just isn't enough waybill business to keep the multilith going all day long there is spare capacity enough to easily take care of this kind of demand. The agencies having these systems simply don't need to cut stencils any more—they simply take pictures of typed material, or printed material or any kind of material—and just run it off with the greatest of ease."

A major improvement in the system for keeping track of cars moving over IC's lines became possible because of the billing system's automatic film processing machine. Capable of automatically developing, fixing, washing and drying 35mm dye-backed film at the rate of 100 feet in 30 minutes—the machine intrigued Messrs. Partelow and Hott with its potential for solving the railroad's high paper cost for car records. The IC had been feeding every day's train consists into the accounting department's electronic data processing center at Chicago via high-speed transmission equipment, then printing, in numerical order, all car movements (as many as 50-60,000 entries per day) on EDP accordion-fold sheets. The so-called "jumbo books" went to many large agencies and traffic offices for servicing customer inquiries about shipments. As the name of the jumbo books implied, the books were large, bulky—and expensive from both the standpoint of the EDP-printer time that it took to print the copies required and the sheer amount of paper required.

Remembering one of the cameras they had looked at during the several years they worked on developing the billing system, Mr. Partelow and Mr. Hott secured an automatic Bell & Howell Tab-Tronic camera and installed it at the IC's EDP center. Now, the EDP center prints just one jumbo book—and the camera takes pictures of all its pages in less than five minutes. The film, which is between 15 and 25 feet long, is sent to the billing center at IC's South Water Street Station. There, the film is fed into the film processing machine which, with an extra attachment (a film reproducer), makes as many sets of the film as are needed—28 copies. The small spools of film are then mailed out in small containers to the traffic offices, big agencies and other points that need to have them. Each of the receiving points has a Recordak reader upon which the film can be read. And the film is easier to read than were the old jumbo books—the camera reduction is down to 1/25th of original size while the Recordak enlargement is 40 times original size—about a 60% enlargement over the size of the type in the jumbo books formerly used. Each day the offices receiving the spools of film splice them to the previous day's film, thereby having a full week on each spool.

The week's car records thus amount to a spool of film not larger than the palm of a hand—compared with the hundreds of pounds of expensive accordian-fold EDP paper formerly required for the jumbo books. Notes Mr. Partelow: "The saving in paper cost alone more than balanced the cost of the system—in a very short time. The spools of film are ideal for tracing cars and for keeping tabs on the movements of cars. They reduce the number of calls that need to be made inasmuch as we find it easy to furnish all points needing the information a copy. It eliminates the need for manual car record books, too."

**COPY OF FREIGHT BILL** run off on multilith machine is examined by D. T. Kelly, IC assistant freight agent.

The speed of the system? Consist cut-off time at IC's EDP center is 2:00 a.m., when 50-60,000 car records are fed into the EDP machines. The records, reshuffled into car number order, come out on the EDP high-speed printer in the form of a jumbo book, whose pages are photographed by the high-speed camera. At 5:00 a.m. the film is being processed through the machine at the billing center. By 8:00 a.m. clerks in the IC's service bureau are spinning the film through their Recordak machine in search of information for customers—and 27 spools of film are already well on their way to out-of-town points.

## No record book needed

Another benefit of the new billing system on the IC stems from the setup's ability to provide sorted copies to a record rack with slots numbered from 00 to 99. The rack eliminates need for a record book—and also eliminates the need for time-consuming searching for records in storage file rooms. The reduced size of the printed freight bill plus the fact that the multilith sorter automatically sorts and segregates the copies (it separates customer's copy, two cashier's copies, accounting department copy, traffic department copy and rack copy) makes for finger-tip availability of information.

Mr. Partelow—who cited the close cooperation and help he got during the system's five-year development phase from both the manufacturers of the system's components and from IC's systems-oriented purchasing department ("Our purchasing department has been a tower of strength to us in developing this setup.")—thinks the industry-wide potential of IC's billing system is considerable. "I think the manufacturers—Xerox, Multilith, Recordak, Remington Rand—exhibited some enlightened self-interest in working closely with us to develop the system. They can see the potential if it spreads to other railroads. Anything that saves money the way this system saves money—and which saves people, too, from the drudgery involved in the traditional billing process—is just bound to spread." Mr. Partelow expressed the hope that the manufacturers of the devices in IC's billing system ". . . will cooperate and set up a sample system, working with actual waybills, at the forthcoming Railway Progress Exposition in Chicago next October—so that railroad men from all over the country will get a chance to see the setup in action. It wouldn't be long before they [the manufacturers] would develop a simpler and cheaper setup—and this thing would go national on the railroads in a short time."

# Rail-Truck Combine Speeds Reading LCL

**What the Reading bills as the "only interstate coordinated truck-rail LCL service with no weight restrictions" has speeded small-shipment deliveries in its territory by as much as a week.**

READING RAILROAD'S LCL transfer

Like most other railroads in the Nineteen Sixties, the Reading was faced with an LCL problem. Less-carload traffic was declining while less-carload costs were rising steeply.

Many roads, faced with a choice between making LCL pay or abandoning the service, have chosen to abandon LCL. The Reading decided to try to put LCL on a paying basis.

A little less than a year ago Reading put into effect what Thomas H. Ramsey, vice president, sales, describes as "an entirely new concept in handling less-than-carload freight by rail."

A combination of the facilities of the Reading and its wholly owned highway subsidiary, Reading Transportation Co., the new LCL service was designed to use the best features of each mode, Mr. Ramsey says.

In effect, all interstate less-than-carload freight moving from the Reading to other railroads is picked up at shippers' doors or loading platforms by truck and delivered to a special terminal at Reading, Pa. There, the freight is consolidated into freight cars for outbound movement.

In the other direction, interstate freight from other railroads destined for delivery to points in the area served by the Reading is received at the transfer terminal at Reading. From this point it is delivered directly to the consignee's door by truck on an overnight delivery schedule.

All LCL traffic, with one exception, moving to and from points in Pennsylvania within the Reading's territory is handled door-to-door from shipper to receiver by Reading Transportation, which has grandfather rights to serve approximately 2,100 points in Pennsylvania, New Jersey and Delaware. All-rail LCL may still be used for less-than-carload lots of 5,000 pounds or more from one consignor or to one consignee when loaded or unloaded at public team track or private siding.

The idea of truck pick-up and delivery service has long been a feature of railroad LCL operation. But the Reading has gone far beyond simple local drayage. Although it operates in close coordination with its parent railroad, Reading Transportation Co. is a common carrier in its own right, with operating rights throughout the Reading's territory.

Manager of Reading Transportation Co. is Clinton C. Funk, Jr., who came to Reading in 1962 from a common-carrier trucking background, including management of his own trucking company in Philadelphia.

"We have a closely coordinated operation," Mr. Funk states. "The flexibility of highway transportation has made it possible for us to make deliveries to customers within twenty-four hours after the arrival of a loaded freight car at Reading Transfer."

The combination of this flexibility of trucks in short haul operations with the long haul advantages of rail is Reading's way of speeding up LCL. Outbound LCL freight handled in the traditional manner often remains stationary at the origin freight station for varying periods of time, simply because of insufficient tonnage on hand to justify use of a car. Because, as Mr. Funk puts it, "We funnel outbound LCL from all points in the territory into one station, Reading Transfer, there is rarely a problem of waiting for enough tonnage to fill out a car." Since no Reading point is more than an overnight run by truck from Reading Transfer, rail-highway coordination can be a major factor in eliminating terminal delay.

## New equipment is ordered

The service improvement is considerable. Shipments are delivered as much as a whole week faster than was formerly possible.

To improve service even more, Reading Transportation Co. recently placed orders for an additional million dollars of highway equipment. This includes fifty new highway tractors and twelve new highway trucks which will make it possible for the company to replace virtually its entire fleet of over-the-road highway tractors with the most modern equipment for city and suburban service. Also, thirty new trailers, with improvements designed by Mr. Funk, are being delivered.

In making changes in LCL operations, Reading had two goals in mind. Says A. W. Hesse, Jr., vice president, marketing, of the parent Reading Company, one goal was to provide a more attractive service, which was made possible by coordinating truck and rail facilities to use each to best advantage.

The other goal was to put LCL on a self-supporting basis. To accomplish this, the rate structure was revised.

Reading's LCL rates are based on a combination over Reading Transfer, the usual rail rates applying for the interline rail haul to and from Reading, Pa., plus the separately computed Reading Transportation Co. charge for the highway portion. The trucking subsidiary publishes its tariff under its own name, although the parent company's Marketing Department is responsible for its preparation.

Mr. Hesse is proud of this Reading Transportation Co. tariff, recently revised to bring revenue more in line with costs and to provide additional charges for balloon freight. The new tariff, Mr. Hesse says, was constructed so to to be intelligible to anyone with even a minimum of tariff knowledge. This is im-

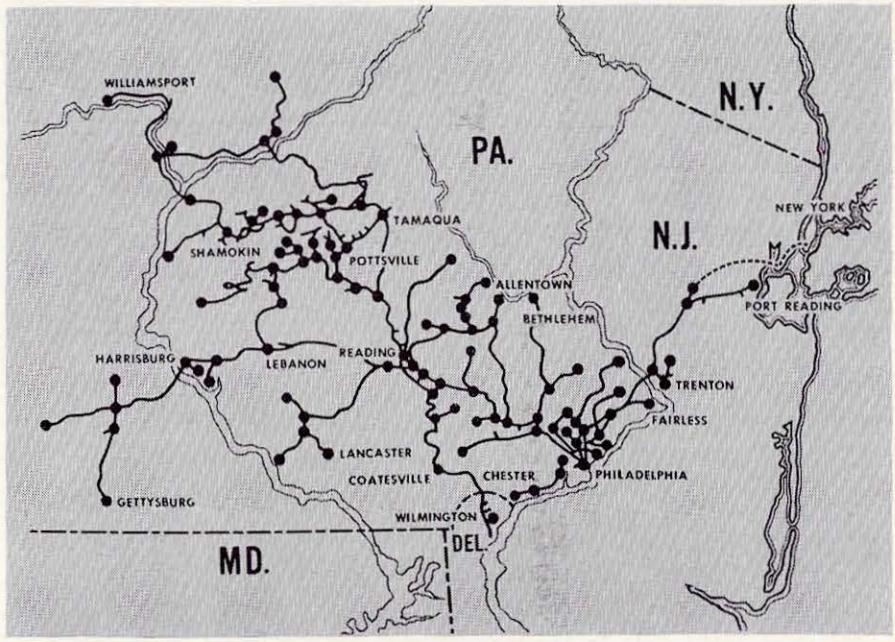
station at Reading, Pa., is the hub of the system's coordinated rail-highway service.

portant in LCL movement the Reading feels, since many customers are infrequent shippers. This LCL tariff uses one basic class of rates for most commodities, plus an extra class for light and bulky articles and merchandise particularly susceptible to damage. "In just fifteen pages," Mr. Hesse explains, "we have listed rates between Reading Transfer and all Reading points together with descriptions of all terminal areas and all applicable rules and regulations."

True rail-highway coordination is a difficult achievement when two separate managements and two separate sales staffs are involved. In Reading's case, one sales staff, under Vice President, Sales, T. H. Ramsey, serves all-rail, all-highway and coordinated rail-highway customers; the same management is concerned with both rail operations and highway operations.

As a result Reading has been able to retain control of both phases of transportation and can ensure complete integration of service.

Reading's method of dealing with the LCL problem has attracted the attention of several other railroads faced with LCL problems. Mr. Ramsey says he has received a number of inquiries from lines who, by reason of their possession of subsidiary truck lines, could set up similar arrangements for handling this type of traffic.




**READING'S HIGHWAY SUBSIDIARY,** Reading Transportation Co., has "grandfather rights" to serve approximately 2,100 points in the states of Pennsylvania, New Jersey and Delaware.

Is Reading's idea the final answer? Will this be the means by which the rails can bring back LCL traffic which will pay its own way and still give small shippers the service they must have? Mr. Ramsey comments, "We haven't completed our first complete year of operation yet and so it is difficult to give an accurate appraisal. Nevertheless, we have improved service significantly, and we think that our revenues will be sufficient to cover costs, so we are optimistic. At any rate, we are not ready to let LCL go by default. The service is here for shippers that need it."

# L&N to Build

**The 50 100-ton quick-unloading cars will make a 450-mile round trip in about 24 hours.**

Construction of 50 cars especially designed for the Louisville & Nashville's integral-coal-train operation is scheduled to start about May 1. The 100-ton quick-unloading hopper cars will be built on the road's freight-car-assembly line at its car shops in South Louisville, Ky.

The 4,000-cubic-foot-capacity cars are expected to enter integral-train service in July or early August. They will haul coal from a mine near Paradise, Ky., to a Tennessee Valley Authority generating plant at Widow's Creek, near Chattanooga, Tenn. (RA, Feb. 11, p.36). The quick-unloading feature of the cars will permit the train to be loaded at Paradise, moved to Widow's Creek, unloaded and returned for loading—a 450-mile round trip—in about 24 hours. At present, the L&N is using 128 70-ton hopper cars in the operation, half of which are being loaded at the mine while the others are being unloaded at the plant.

The design of the new cars is based on a modified and improved version of a prototype car built by the L&N's mechanical department in February 1962 (RA, April 16, 1962, p.29). An accompanying table compares the principal dimensions and capacities of the prototype car with those of the new units.

Each of the new cars will have 16 electrically operated longitudinal doors powered by one 10-hp motor that will permit the entire cargo of 200,000 pounds of coal to be automatically emptied in less than 30 seconds. Reduction in lightweight to 63,000 pounds (from the prototype's 71,400 pounds), will be obtained through the use of USS Cor-Ten, Tri-Ten, T-1 and T-1A steels. Stainless steel lining on the slope sheets will eliminate need of a mechanical car shaker or cleaner.

According to the L&N, the flexibility of the integral-train operation is far superior that of any other system of transporting coal. Use of the new cars will eliminate extra handling,

**LONGITUDINAL** door design eliminates coal piling on rails. New cars will have four pockets, 16 doors, instead of three pockets and 12 doors in the prototype car (left).

# Hoppers for Integral Coal Train

costly cleaning equipment, yard storage facilities at both loading and unloading stations, extra car movers and dumpers and will reduce the cost of investment in cars.

The prototype car has been in constant service since it was built. It has been timed to open its doors in six seconds, dump the 100-ton cargo in 12 seconds, and close and lock the doors in eight seconds. The automatic dumping feature to open the doors is activated with an electrical contact when the car is positioned for loading. The doors are closed electrically when the empty car pulls away.

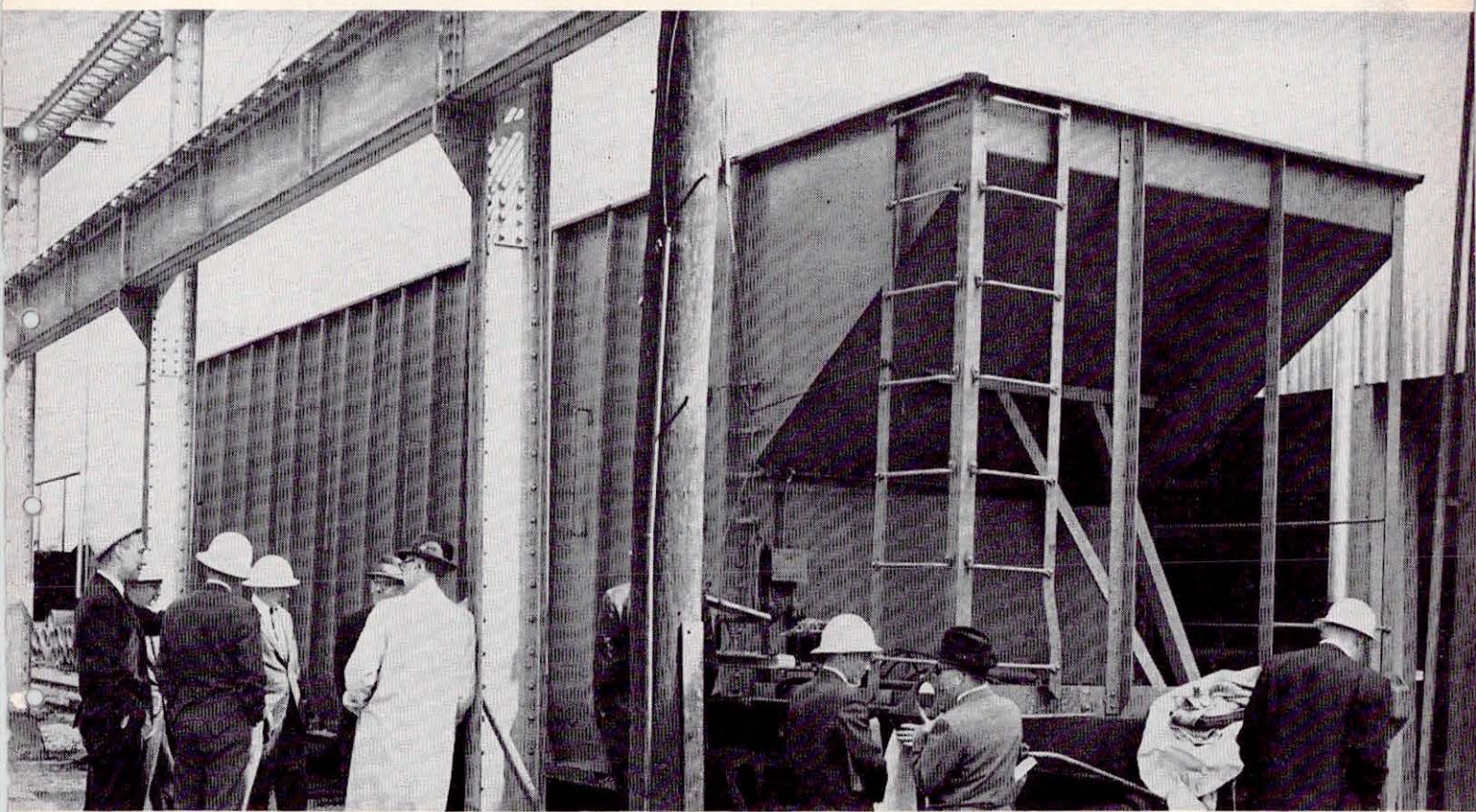
Each new car will have a plug-in receptacle so that power from a stationary source can be fed to the motor. The 10-hp dust-proof sealed motor, which will operate about 15 minutes a day, will be on the center sill underneath the floor at the A-end of the car. It is expected to last the life of the car, without maintenance. Brake equipment will be at the other end of the car. Future plans are to make the cars completely automatic by induction method. Electric power will be transmitted from a "land station" to the motors. The car doors can be operated manually, like those on the prototype, either by lever or wheel, or by an air motor.

The cars are outside side-stake design, riveted and welded, with ⅛-inch side sheets. The complete underframe, sides and ends will be fabricated at the assembly site. Trucks, door mechanisms, motors, air brakes and other small assemblies will be purchased. General over-all dimension will be essentially the same as the prototype. Differences in design include: 13 side posts on each car side instead of 17; 38-degree slope sheets instead of 35-degree; a 10-hp motor instead of 7½-hp, and 16 doors instead of 12, maintaining the same length door opening of 24 feet 8½ inches.

The trucks, with a wheel base of six feet, are equipped with 38-inch wheels, 6½ x 12 Hyatt roller bearings and Cobra shoes. Truck centers are 37 feet 5 inches. Other equipment includes Equipco vertical hand brakes and Miner A-22-XB draft gear.

**Comparative Statistics: Prototype and New Cars**

| | L&N Prototype | New 100-ton Hoppers |
|---|---|---|
| Length over coupler pulling faces, ft.in. | 52-11 | 52-11 |
| Length over strikers, ft.in. | 50-5 | 50-5 |
| Length over end sills, ft.in. | 49-5 | 49-5 |
| Inside length, ft.in. | 49-4 | 49-4 |
| Inside width, ft.in. | 9-7¾ | 9-7¾ |
| Over-all width, ft.in. | 10-5¾ | 10-5¾ |
| Over-all height, ft.in | 13-0 | 13-0 |
| Number pockets in car | 3 | 4 |
| Capacity, lb. | 192,000 | 200,000 |



**FAST UNLOADING** of prototype car (above) at South Louisville on April 9 was witnessed by TVA and L&N personnel.

# our REAL bosses

On our railroad there are necessarily a number of bosses—but the bosses who boss our bosses are you, the Shipper, and you, the Passenger!

Being human, we are subject to error—but you can bank on this: All of us on Kansas City Southern Lines, from the Big Boss on down, strive, always, to give the kind of service that will get a "*Well done!*" from you, our REAL bosses!

J. W. SCOTT
*Vice-President—Traffic*
KANSAS CITY 5, MO.

# Market Outlook

## Carloadings Rise 1.0% Above Previous Week's

Loadings of revenue freight in the week ended April 20 totaled 561,450 cars, the Association of American Railroads announced on April 25. This was an increase of 5,369 cars, or 1.0%, compared with the previous week; a decrease of 8,043 cars, or 1.4%, compared with the corresponding week last year; and an increase of 28,413 cars, or 5.3%, compared with the equivalent 1961 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, April 20

| District | 1963 | 1962 | 1961 |
|---|---|---|---|
| Eastern | 79,385 | 82,917 | 78,018 |
| Allegheny | 97,638 | 92,931 | 85,871 |
| Pocahontas | 54,788 | 53,393 | 46,188 |
| Southern | 116,690 | 116,027 | 109,577 |
| Northwestern | 60,333 | 66,981 | 56,524 |
| Central Western | 112,909 | 116,621 | 116,045 |
| Southwestern | 39,707 | 40,623 | 40,814 |
| Total Western Districts | 212,949 | 224,225 | 213,383 |
| Total All Roads | 561,450 | 569,493 | 533,037 |
| Commodities: | | | |
| Grain and grain products | 51,170 | 51,957 | 48,792 |
| Livestock | 3,158 | 4,276 | 4,522 |
| Coal | 109,886 | 106,208 | 96,544 |
| Coke | 8,437 | 7,976 | 5,797 |
| Forest Products | 35,341 | 37,725 | 37,632 |
| Ore | 19,687 | 24,629 | 15,607 |
| Merchandise LCL | 17,897 | 23,957 | 29,884 |
| Miscellaneous | 315,874 | 312,765 | 294,259 |
| April 20 | 561,450 | 569,493 | 533,037 |
| April 13 | 556,081 | 554,866 | 522,445 |
| April 6 | 546,065 | 547,674 | 505,930 |
| March 30 | 558,611 | 565,098 | 506,917 |
| March 23 | 534,999 | 555,873 | 500,333 |
| Cumulative total, 16 weeks | 8,264,038 | 8,574,095 | 7,945,697 |

**PIGGYBACK CARLOADINGS**—U. S. piggyback loadings for the week ended April 13 totaled 15,052 cars, compared with 13,644 for the corresponding 1962 week. Loadings for 1963 up to April 13 totaled 218,050 cars, compared with 191,352 for the corresponding period of 1962.

**IN CANADA.**—Carloadings for the seven-day period ended April 7 totaled 60,936 cars, compared with 78,456 for the previous ten-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada | | |
| April 7, 1963 | 60,936 | 25,189 |
| April 7, 1962 | 60,180 | 23,816 |
| Cumulative Totals | | |
| April 7, 1963 | 830,988 | 314,715 |
| April 7, 1962 | 846,874 | 327,361 |

# New Equipment

**FREIGHT-TRAIN CARS**

► *Bangor & Aroostook.*—Leased 100 RS-type refrigerator cars from Merchants Despatch. The cars will be repaired and painted at the railroad's Derby Shops in Milo, Me., and will be available to Maine potato shippers in the fall.

► *Chicago & North Western.*—Leased 100 mechanical reefers from North American Car. The 63-ft, 70-ton reefers will have 50-ft-long loading space and will be delivered in mid-summer.

► *Chesapeake & Ohio.*—Ordered 150 70-ton 2,600-cu-ft-capacity Airslide covered hopper cars from General American for August delivery.

► *Kansas City Southern.*—Ordered 100 90-ton, 4,000-cu-ft-capacity covered hopper cars, 100 90-ton box cars, 14 70-ton PS-1 Hydroframe-60 box cars, and one refrigerator car from Pullman-Standard for delivery during July.

► *Southern.*—Ordered 100 60¾-ft Super-Cushion box cars from Pullman-Standard at a cost of $2.3 million. Deliveries are scheduled for April and May.

# Orders and Deliveries

► *Orders decrease.*—Orders were placed in March for 5,808 freight cars, compared with 5,976 for February. March 1962 orders totaled 1,557. Deliveries in March totaled 4,026, compared with 3,074 in February, and 4,077 in March 1962. Backlog of cars on order and undelivered on April 1 was 21,307, compared with 19,952 on March 1 and 15,264 on April 1, 1962.

| TYPE | ORDERED MARCH, 1963 | DELIVERED MARCH, 1963 | ON ORDER AND UNDELIVERED APRIL 1, 1963 |
|---|---|---|---|
| Box—Plain | 1,337 | 1,181 | 7,006 |
| Flat | 558 | 568 | 1,840 |
| Gondola | 0 | 0 | 10 |
| Hopper | 1,751 | 450 | 3,226 |
| Covered Hopper | 834 | 742 | 2,076 |
| Refrigerator | 582 | 472 | 4,622 |
| Stock | 0 | 0 | 300 |
| Tank | 370 | 408 | 1,598 |
| Caboose | 20 | 9 | 190 |
| Other | 356 | 196 | 439 |
| TOTAL | 5,808 | 4,026 | 21,307 |
| Car Builders | 3,186 | 2,639 | 11,155 |
| Railroad Shops | 2,622 | 1,387 | 10,152 |

# Capital Expenditures

► *Southern Pacific.*—The ICC has authorized SP to assume obligation and liability for $8.1 million in 15-year equipment trust certificates sold through competitive bidding. Funds from the sale will be used to finance approximately 80% of the cost of 13 2,500-hp diesel freight locomotives; 67 70-ton flat cars; 114 100-ton insulated box cars; 88 100-ton box cars; 18 100-ton tank cars; 5 100-ton non-insulated tank cars; and 158 100-ton all-steel covered hopper cars. Total estimated cost of the equipment is $10,128,632.

# 'Fabulous' Rail Era Ahead, Says Loomis

**A 'golden age of railroading,' the AAR chief told the National Press Club, lies at the end of a triple-track line—(1) sounder labor relations, (2) mergers, (3) greater competitive opportunity.**

President Daniel P. Loomis of the AAR told the National Press Club in Washington last week that U.S. transportation is just a step away from a revolutionary future built around "a fabulous era of super-railroads." The route to this new "golden age of railroading," Mr. Loomis said, is a triple track line consisting of:

- **"Track No. 1,** the labor line leads to an end of featherbedding waste and sounder labor relations on the railroads.
- **"Track No. 2,** the merger track, leads to an essential reorganization of the rail industry network.
- **"Track No. 3,** the legislative route leads to equal treatment by government for all forms of transportation, to a sharp slash in regulation and an end of subsidies to rail competitors."

Mr. Loomis spoke April 24 at one of the luncheon meetings for which the Press Club has become famous. The previous week, on April 18, a similar meeting was addressed by G. E. Leighty, chairman of the Railway Labor Executives' Association. Mr. Leighty's speech contained much criticism of railroad management and it repeated RLEA's calls for a moratorium on railroad mergers and Congressional investigation of railroad finances.

- **'Dream with substance.'** Railroading's future was described by Mr. Loomis as "a dream with real substance, which is already taking shape in stations, yards, control towers, offices and on rail sidings and main lines all over America." The AAR president went on to list such marks of progress as piggybacking, new types of freight cars, unit trains, push-button yards, electronic train-control systems, and "flashy long-haul passenger trains."

As to the labor-relations problem, Mr. Loomis outlined the history of the featherbedding case. He reported how unions representing operating employees rejected the report of the Presidential Railroad Commission, which was accepted by management even though the recommendations would give employees "benefits of unprecedented amount and scope." Noting that the issue is now before another Presidential board, Mr. Loomis went on to state again the railroad industry's position in favor of making recommendations of emergency boards "final and binding."

- **'Boundless benefit.'** If railroad management and railroad labor leaders "really got together in a positive program of solving the industry's problems and getting a square deal from government, I don't think there's anything we couldn't do for both railroaders and the public," the AAR president also said.

As to the legislative route, Mr. Loomis predicted that the railroads, given a chance to tie rates to their low unit costs, would haul the country's big freight loads between big cities and production centers, pushing prices even lower and attracting ever larger volumes of traffic in a cycle of "boundless benefit" to the public.

- **Why travel by rail?** During the question period which followed his speech, Mr. Loomis was asked why anyone should travel by rail when air service was better and air fares lower. The AAR president's reply included a concession that air service often has to be used when time is of the essence, but he insisted that rail service is often better than air service. As to air fares, he said they are lower than rail fares because of the "vast amount of government aid" to the air lines, which "couldn't come within reaching distance of their present fares if they had to pay all their costs."

## The merger route

As to the merger route, Mr. Loomis said it holds out to rail labor unions "the broader possibilities in an employer strengthened through reorganized plant and the elimination of make-work waste." Coupled with an overhaul of government transport policy, it could, he predicted, make possible a 50% increase in rail freight traffic by 1975 and a three-fold increase by the year 2000.

Calling for action on President Kennedy's transportation program, Mr. Loomis said: "In the face of the overload of regulation that has piled up in transport laws, passage of President Kennedy's bill withdrawing controls over the minimum levels of rates on railroad shipments of agricultural products and bulk commodities is the least Congress can do in this session."

- **The union view.** "Rail poverty and featherbedding 'myths' blasted" is the way Labor, organ of the railroad unions, headlined its story of RLEA Chairman Leighty's Press-Club speech. After doing that blasting at some length, Mr. Leighty offered some advice to the railroads.

"First," he said, "I would advise railroad management to change its Madison Avenue propaganda and to stop trying to hoodwink the Congress, the public, and railroad employees. Instead, management should get together with its workers and work once again to give the people of the United States the finest possible railroad service for shippers and passengers alike. In short, management should put away its crying towels, and its bickering, and get down to running railroads.

"It's high time the railroads stopped cutting back service. They should hustle for new business to use railroad plant to full capacity. Instead of maneuvering against customers and employees, they should buck up employee morale and work to give the public good transportation."

- **'Suicidal path'?** The "help" he thinks Congress should give is not what the railroads want, Mr. Leighty conceded, following through to say he had in mind "a moratorium on all railroad mergers before the railroads go any further on that suicidal path." Here, too, the RLEA chairman went on to say that Congress should use his proposed moratorium period to investigate railroad finances.

"The railroads are not in 'dire' straits," he said. "Delay won't hurt them . . . Congress should make a complete and thorough study of the whole financial structure of our railroad systems. Congress also has a duty to determine who really owns the railroads. It has been a quarter of a century since Congress last investigated this subject. Too many real owners are hiding behind the nominal ownership of Wall Street stockbrokers and foreign banks."

AAR President Loomis was asked about this, and he said he thought the nominal holdings represented relatively small holdings of thousands of individual investors. He doubted that there were "controlling interests" in many railroads.

# French Restaurant Car: Mass Feeding With a Flair

DUSENBURY

In France, whose emblem might as well be the crossed knife and fork as the fleur-de-lis, the diner dominates the train just as much as a restaurant dominates a city block.

I was reminded of this recently when traveling on the Trans-Europ Express "Cisalpin" from Paris to Milan via the southwest corner of Switzerland. This is an extremely fast, sumptuous train, traveling for much of the distance on welded rail.

Just beyond the little office at trackside where you get your passenger-car seat assignment stands a white-jacketed waiter from whom I obtained a ticket for the first of two seatings for lunch.

My passenger car seat turned out to be No. 46—in the center of car No. 1. The seating arrangement was new to me. The "Cisalpin" does not follow the usual European first-class-carriage practice of partitioning cars into compartments. Instead, there is an off-center aisle, with two seats abreast on one side, one on the other. Seats are permanently fixed as for direction, with forward-facing seats backed up against rear-facing seats. Interestingly, the seat back angle is adjustable despite this arrangement. Obviously, the seat back can't tilt to the rear as in U.S. streamliner coaches, where all seats face the same way. This difficulty is overcome by hinging each seat back at top and bottom and mounting the seat itself on a track, whereby with judicious application of derriere pressure you can slide the seat forward by as much as four inches—a type of seat adjustment common to many U.S. "art" movie houses.

The train left precisely on time—at 13:15 (or 1:15, as we would say it)—and shortly an announcement over a public address system called diners to the first seating. The quality of the sound came as a great surprise. You'd have to call it high fidelity, as such systems go.

In the diner, the same off-center aisle arrangement was followed with tables for four on the right, tables for two on the left.

Shortly we were in the country, continental cities having less urban sprawl than in the U.S. We were rolling along at a great clip. Speeding cars on the no-speed-limit road alongside the track rapidly fell behind. We were to make the 820 kilometer run to Milan, including the slow pull up through the Simplon Pass, by 9:15 p.m. That's 510 miles in 8 hours, for an average of just under 64 mph.

The menu turned out to be utterly unlike ours. For 12 francs (about $2.45) you were offered a set meal consisting of hors d'oeuvres, veal, potatoes, peas, cheese and dessert. For 14 francs you could have the same plus a fish course. In several minutes every seat was taken—there were 48—and along came the waiters with the first course. There were four of them—a head waiter and three assistants. The hors d'oeuvres consisted of a coarse-cut salad of cole slaw, cubes of marinated beets and a particularly delicious deviled egg. The tables were served in rapid succession, beginning at the end away from the kitchen. Suddenly you were eating.

## QUICK AND SMOOTH

Shortly after, the waiters quickly gathered up the plates and forks. Then a moment later along came the next course. You had no choice, true, but the luncheon could scarcely have been more delicious, or served more quickly or smoothly. You could pay extra and get wine with your lunch, of course, and could also buy coffee or tea later.

During all this the waiter kept no track of orders except in a little ticktacktoe-like scoring on one corner of the tablecloth. There were single instead of double crossed lines and each of the quarters formed stood for a diner. If the waiter marked an "X" in the quarter that corresponded with your seat, that meant you had taken no fish and should not be charged for it. The empty wine bottles and tea or coffee cups were record enough of any other extras.

The meal over, along came the waiters to count up the cost of your lunch on an individual slip. A 15% tip was figured into the total price as a matter of course. If you were pleased with the service, the waiter would hope you would leave him an additional 5% or so out of your change.

So in an hour and a half you had enjoyed a delicious, leisurely meal with no waiting for table, no waiting for service, no getting up to let people in or out.

When everyone had left and the restaurant car was tidied up, out went the call on the PA system for the second seating.

My first experience with this type of restaurant car service had been eight years before on the crack French train the "Mistral" running from Paris to Marseilles. The service had been almost the same, with the exception that an oversized tea cart was used both to deliver food and cart away the dishes. In fact, they had even used the cart for soup. On it stood a large tureen and a pile of plates. One waiter walked backwards pulling the cart after him, the other ladled out the soup and placed the plates on the table.

Would this French pattern work in America? I found myself wondering. Certainly the system is in the logic of a small kitchen and small attached dining room rolling through the country at a high rate of speed. Certainly it offers the means for a kind of mass feeding that fits in with the concept of mass transportation.

The only part of the service that might at first seem inelegant to some was the scraping and stacking of plates as they were removed. While this was done with French dash, and didn't bother me in the slightest, I wondered whether some newcomers to the system might not resent it.

**—George Dusenbury**

# $1.31 Billion: How It Was Spent

## Purchases of Fuel, Material and Supplies

### Railroads of Class I—Calendar Year 1962 and 1961

| Item | Amount | |
|---|---|---|
| **FUEL** | 1962 | 1961 |
| Fuel oil—Diesel | $ 326,828,000 | $ 328,733,000 |
| Fuel oil—Residual | 12,433,000 | 11,139,000 |
| Coal (anthracite and bituminous) | 10,264,000 | 11,043,000 |
| Gasoline | 12,433,000 | 12,642,000 |
| All other (coke, wood, etc.) | 2,052,000 | 1,984,000 |
| Total fuel | 364,010,000 | 365,541,000 |
| **FOREST PRODUCTS** | | |
| Cross ties | $ 34,782,000 | $ 30,945,000 |
| Switch ties | 4,990,000 | 4,212,000 |
| Lumber (bridge and building, piling, posts bridge ties) | 14,022,000 | 11,284,000 |
| Lumber, equipment (including manufactured articles) | 21,411,000 | 17,879,000 |
| All other forest products | 5,738,000 | 5,735,000 |
| Total forest products | 80,943,000 | 70,055,000 |
| **IRON AND STEEL PRODUCTS** | | |
| Rail (new and secondhand, except scrap) | $ 38,965,000 | $ 29,084,000 |
| Axles, tires and wheels for cars & locomotives | 66,705,000 | 64,530,000 |
| Track and switch material | 56,584,000 | 45,560,000 |
| Steel bridges, turntables, sheet piling | 2,694,000 | 3,319,000 |
| Iron & steel (bars, shapes, sheet, flues & tubing, chain & wire netting) | 26,931,000 | 24,702,000 |
| Locomotive forgings & castings (gray iron, malleable or steel, & trucks) | 6,714,000 | 6,102,000 |
| Car forgings & castings (gray iron, malleable or steel, brake beams, couplers, draft gears, metal car roofs, auto loaders & trucks) | 103,343,000 | 95,475,000 |
| Bolts, nuts, washers, rivets, lag screws, pins and studs | 7,217,000 | 6,708,000 |
| Springs, elliptical and helical, for cars and locomotives | 5,616,000 | 4,565,000 |
| Tools, track & roadway, all kinds, & parts (except automotive equipment, aircraft, & parts) | 8,055,000 | 8,292,000 |
| Machinery and parts | 19,265,000 | 17,663,000 |
| Pipe, iron and steel, pipe fittings, and plumbing fixtures | 6.450,000 | 6,105,000 |
| Hardware, hand and small machine tools | 20,222,000 | 16,912,000 |
| All other iron and steel products (including cast iron water pipe and culvert pipe) | 5,316,000 | 4,822,000 |
| Total iron and steel products | 374,077,000 | 333,839,000 |
| **MISCELLANEOUS** | | |
| Building materials (brick, cement, gravel, lime, sand, stone, roofing, siding and fencing) | $ 6,664,000 | $ 7,342,000 |
| Illuminating oils, lubricating oils and greases, journal lubricating pads, wiping rags and waste | 41,793,000 | 50,739,000 |
| Non-ferrous metal and products | 21,214,000 | 25,790,000 |
| Ballast and riprap | 16,707,000 | 16,284,000 |
| Electrical materials (incl. electrical material for diesel locomotives) | 55,099,000 | 55,062,000 |
| Stationery, printing and office supplies | 27,900,000 | 27,928,000 |
| Commissary equipment and supplies | 20,364,000 | 19,590,000 |
| Rubber and leather goods | 7,240,000 | 6,797,000 |
| Chemicals, compounds, drugs, glass, laboratory equipment, lacquers, painters' supplies, paints, varnishes | 39,766,000 | 40,524,000 |
| Passenger car trimmings | 12,253,000 | 9,651,000 |
| Locomotive, train and station supplies | 25,030,000 | 23,518,000 |
| Communication and signal material | 44,557,000 | 44,328,000 |
| Air brake material | 19,045,000 | 17,404,000 |
| Appliances for locomotives | 5,558,000 | 5,605,000 |
| Automotive equipment and aircraft, and parts | 13,152,000 | 11,298,000 |
| Diesel material not elsewhere classified | 94,153,000 | 85,072,000 |
| All other miscellaneous | 41,768,000 | 45,853,000 |
| Total miscellaneous | 492,263,000 | 492,785,000 |
| Grand total | $1,311,293,000 | $1,262,220,000 |

Source: Reports of the carriers to the Bureau of Railway Economics.

# P&S Men Cautious on Steel Boost

Railroads and suppliers seemed to reflect President Kennedy's reaction last week to the steel price increases —not good, but not too bad.

The selective increases range from $4.00 to $7.50 a ton.

"Any company in the United States has the right to raise their prices if market conditions warrant," said a Midwestern railroad's P&S chief. "However, we don't like it," he added, "because it's going to cost us money and since we are a regulated industry, it will be hard for us to absorb a price increase."

"We certainly hope it won't mean a hardship on us as far as increased prices are concerned," said another P&S man, "because that would just mean a freight-rate go-around through the industry again."

Railroad shops, of course, will have to absorb the new costs. One road estimated the cost of building a box car roof would be increased by $8 or $9. A spokesman called that "a tolerable thing," but added that if the increase is applied to structural steel, "we're hit heavy."

What suppliers will do is another question. One manufacturer of car sides and doors said he is going to "swallow the increase," but others indicated they would pass on all or part of the increased costs on such items as conventional freight cars, storage tanks, fabricated metals, and heavy equipment.

One road expressed the hope that "the warehouses won't go along with the mill increases," but many warehouses have indicated they will not absorb the price raises.

Class I railroads last year spent more than $374 million on iron and steel products. One road said that "as yet there is no reported increase in our hard core material—wheels, axles, spike, rail. We won't know how we'll be hit until we have more specific information, some formula to apply."

J. R. Vogan, chairman of the metal markets committee of the Purchasing Agents Association of Chicago, has warned in a letter April 5 that there could be a strike in 1963 and urged stockpiling of steel enough to last 30-60 days.

# YOU OUGHT TO KNOW

**Hotbox mileage dropped below** the million-miles-per-setoff mark in January, the first time since last September. The 954,270 miles per setoff was, however, about 30 per cent better than the 728,992 miles per hotbox setoff recorded in January 1962 and two and a half times the January 1961 mileage of 378,508.

**An optimistic forecast** that "1963 may be the best year for the C&NW since we came on the property," was made by Chairman Ben W. Heineman at a meeting of the New York Society of Security Analysts. He tempered his outlook, however, by saying that while the first half "looks very good," results of the second half will depend on whether there is a steel strike and whether economic conditions "remain the same or better." The C&NW's forecast is based on expected reductions in passenger service losses, possible tax refunds, real estate sales, and larger grain movements. "We have accumulated a backlog of 18,000 orders for grain cars to be loaded—a record since I've been there," Mr. Heineman said, "This should be an exceptionally good grain year."

**A regional transit authority** will be set up by Philadelphia and four suburban counties. It will seek to purchase the Philadelphia Transportation Co., which operates subway and bus lines in the city; purchase suburban bus lines; and lease the commuter lines of the Reading and the Pennsylvania.

**Approval of a mass transit plan** for the Pittsburgh area by Allegheny County commissioners has cleared the way for the Port Authority of Allegheny County to issue tax-exempt revenue bonds to buy 33 transit companies. The Authority will issue $39.7 million in bonds to acquire the lines as part of a plan to establish a mass transit system for Greater Pittsburgh.

**Right of a railroad to withdraw** from a general Railway-Labor-Act case is the issue in a suit brought by the federal government in the U.S. District Court for the District of Columbia. The complaint, filed by the Department of Justice on behalf of the National Mediation Board, seeks to require the Florida East Coast to cancel notices announcing rules changes like those involved in the featherbedding case now before a Presidential Emergency Board. It also seeks to require the operating unions to withdraw their retaliatory notices of a strike against FEC, which is also struck by the non-ops in another dispute. The FEC rules-change notices in issue were made effective April 3, following the road's March 12 announcement that it had withdrawn from the four-year-old national case.

**P. B. McGinnis has resigned** as chairman and a director of the Boston & Maine in order to assume the new post of vice president, piggyback equipment division, of Highway Trailer Industries, Inc. Mr. McGinnis commented last week that "railroads have at least 300,000 obsolete box cars in service which should be replaced as rapidly as possible by 600,000 piggyback trailers and containers."

**The modern concept** of railroad accounting will be the general theme of the annual meeting of the Accounting Division, AAR, at Atlanta, Ga., May 20-22. This year the organization of railroad accounting officers celebrates its 75th anniversary.

**Chicago South Shore & South Bend** sold its motor coach operating certificates to Indiana Motor Bus Company. The bus company will take over operation of feeder bus service to the railroad between Michigan City, Ind., and Benton Harbor, Mich., April 28.

**A $500,000 loan** to finance a 10-mile railroad spur from a proposed $2,750,000 sodium sulphate plant in Mexico to a line of the Mexican National Railway is being made by the Bank of America N.T. & S.A., of San Francisco. The sulphate plant is being financed by the International Finance Corp., an affiliate of the World Bank, and the Inter-American Development Bank, together with a group of private European and American investment institutions.

**Sales-tax transit financing** has been proposed for Los Angeles by a citizens committee headed by Dr. Norman Topping, president of the University of Southern California. A proposed 1.5% tax would help pay off a 40-year revenue bond issue that would finance a $500-million rapid transit system that is under consideration.

**The new commander** of the Defense Traffic Management Service (DTMS) will be Maj. Gen. Rush B. Lincoln, Jr., who will take over his new duties in June. General Lincoln has been the Army Chief of Transportation since 1962. He succeeds Maj. Gen. I. Sewell Morris, who will retire April 30. General Morris was honored by the Traffic Club of Washington, D.C., on his coming retirement after 30 years of service.

**Elimination of ICC jurisdiction** over minimum rates in bulk commodities and agricultural products for railroads would remove "some 70% of rail traffic, and continue the exemption of some 55% of motor freight and up to 85 or 90% of water traffic from economic regulation," ICC Chairman Laurence K. Walrath told the Western Highway Institute at a meeting April 18 at Honolulu. Mr. Walrath said neither elimination of ICC jurisdiction nor extension of regulation to cover water and motor carriers "would accomplish the total objective . . . It may be expected that modifications . . . will be suggested" to Congress. Nothing constructive can be accomplished "without reasonable accommodation to the responsible views of all concerned," Mr. Walrath said.

*(Continued on next page)*

# YOU OUGHT TO KNOW CONTINUED

**William White will step down** as chief executive officer of the Delaware & Hudson Sept. 1 but will remain as chairman. J. P. Hiltz, Jr., who succeeded Mr. White as president of the D&H last September, will become chief executive officer.

**Daylight saving time** actually results in a loss for the railroads, according to calculations of the Transportation Association of America. Because federal law requires the railroads to operate on standard time, dual clocks and schedules must be maintained. TAA's estimate of the cost, in addition to passenger confusion: $1 million annually.

**If rates are deregulated,** such legislation "will put the railroads on trial to prove they can use this new freedom [to set competitive rates] wisely," Harold H. McLean, vice president and general counsel of the Pittsburgh & Lake Erie, told a group of Pennsylvania farm leaders last week. He said railroad competitors would not be put out of business. "If the railroads act imprudently and put trucks and barges out of business, there would be a severe reaction in Congress, inside of one session, and it would have the result of applying regulation more severe than now exists," he said.

**An enterprising Texan** has reported great success with an unusual railroad-oriented district sales meeting tour he is conducting throughout Canada. John P. Garner, using a Canadian Pacific converted passenger car that provides sleeping space, dining facilities and convention space for 50 district salesmen at one time, is visiting a dozen mainline points between St. John, N.B., and Vancouver. Business conferences are held at the various locations with representatives of the Texas Refinery Corp. of Canada, Ltd. The company is thinking about a similar tour of the U.S. next year.

**"Frontiers of Transportation Progress"** will be the subject of a talk May 16, by Dr. George P. Baker, dean and professor of transportation at the Harvard Graduate School of Business Administration, at the Pacific Coast Transportation Institute, sponsored by the Transportation Association of America and the San Francisco Chamber of Commerce. The institute will cover three major topics —"Moving People and Goods in 1975," "Significant Transport Labor Developments," and "Fighting Bootleg Trucking."

**AAR railroads are unanimous** in their support of President Kennedy's minimum-rate bill, AAR President Daniel P. Loomis said in response to a reporter's question at the National Press Club last week.

## North to the Klondike

One of three 1,000-hp diesel-electric locomotives, bought from General Electric by the White Pass & Yukon to replace the railroad's three remaining steam locomotives, is hoisted aboard ship at Seattle for the trip to Skagway, Alaska. The new locomotives will join five other diesel-electrics now in service on the 110-mile narrow-gauge line along the famed Klondike Trail between Skagway and Whitehorse, Yukon Territory.

**An application for federal aid** for a two-year mass transportation demonstration project on the Harlem Division of the New York Central has been filed by the Tri-State Transportation Committee. The $2.3-million project will attempt to determine whether major improvements in rail service can attract commuter and mid-day traffic from the highways. Express schedules and more frequent trains will be features of the service between New York City and White Plains to Brewster.

**Containerization service** is being expanded by the Canadian National to include Stellarton and Halifax in Nova Scotia and a number of communities in New Foundland between Port aux Basques and Bishop's Falls. The CN has added 114 conventional containers to those already in service and is experimenting with refrigerated containers to move frozen foods to and from New Foundland.

**The level of railroad purchases** of new freight cars has improved in recent months, according to AMSTED President Joseph B. Lanterman in reporting on the company's first quarter earnings. He added that "while there was a favorable effect from this increase in the quarter just ended, the major effect will be in the last six months of the fiscal year."

**REA Express can be the foundation** for the "single agency plan" to handle LCL shipments, Frank M. Ryan, International Latex Corp. traffic manager, told the Atlantic States Shippers Advisory Board April 17. "Of all the carriers, only REA Express has reached out to the shipper for his [LCL] freight and not only has made a concerted effort to improve service but has actually reduced their charges." Ryan added, however, that "it seems unlikely that . . . our small shipments problems can be solved by a single agency that is apparently almost entirely confined to use of passenger trains," and urged that "the express company sit down with the railroads of the country and come up with a full scale program for shipment of express by piggyback as well as in head-end passenger train cars."

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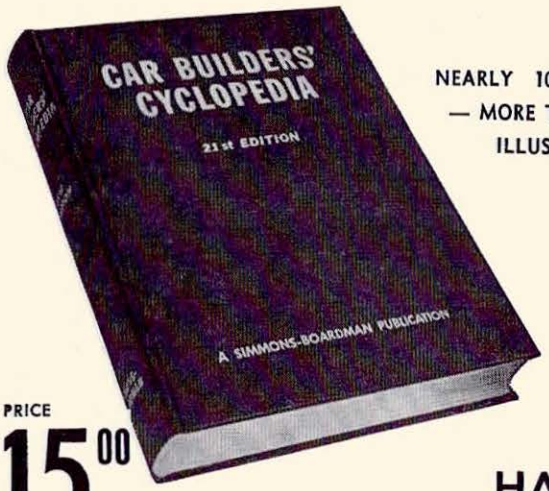


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# Transport in The Cabinet?

**Government's transport planning is lopsided because promotional bureaus work for air, highway and water transport—none for rail.**

Few more encouraging things have happened in transportation—from the all-important aspect of governmental relations—than the naming of two deeply experienced traffic officers (E. G. Plowman and Charles Beard) as transportation aides to the Secretary of Commerce. No one is better qualified to represent the public interest than people professionally experienced as users of transportation, by all modes.

The enlistment of Messrs. Beard and Plowman, thus, holds out hope for great improvement in governmental understanding of transportation problems. But this is only one of three steps that (as we see it) government needs to take—to get itself adequately equipped to deal intelligently with transportation problems, on a continuing basis. Step 2 should be the establishment of a railway bureau in the executive branch of the government—to give government the same skilled "inside" advice on railway questions that it already gets from agencies dealing with aviation, waterways, and highways.

Step 3 would be to put these four transportation bureaus (railways, highways, waterways, air transport—and possibly a pipeline bureau) under a single chief. This could be the Commerce Undersecretary for Transportation—but it would be preferable if transportation were to have its own secretary in a new cabinet position.

Balanced development of transportation service is not attainable without a high degree of intelligent participation by the federal government. This follows because directly and indirectly (through "federal aid") the federal government sits in the driver's seat in the expenditure of more than $12 billion annually for non-rail transportation facilities.

Thus, the federal government is up to its neck in transportation "planning"—but its planning is woefully distorted, because it virtually ignores the railroads. Railroads are left to their own devices to supply the plant they require—and nobody in the government knows, or has any responsibility to ascertain, whether railroad facilities are adequate to the public need or not.

Meantime, the needs and ambitions of highway, waterway, and air transport are intensively studied and promoted *within the government itself* by the Roads Bureau, the Army Engineers, and the FAA. These three agencies pursue their ambitious and expensive courses independently, without perceptible subordination to a policy or authority which is concerned with the national interest in *over-all transportation efficiency*.

Railroads, of course, are competently represented in Washington by the Association of American Railroads—and by the Short Line Association and the regional associations. But this is representation "outside" the government—as highway transportation is represented by the National Highway Users Conference; aviation by the Air Transport Association; and as several organizations represent water transportation. Such "outside" organizations are in the position of petitioners to the government. The "inside" organizations actually make and carry out government policy.

It is futile to expect that the economic claims of railroads are ever going to be given the weight they deserve in governmental policy-making—so long as the industry has no "inside" experts, representing the public interest in railway development, to match the programs the able bureaucrats in the Roads Bureau, the FAA, and the Corps of Engineers put forward in behalf of their particular segments of transportation.

## "Super" Everything—Except Railroads

In 1956 an imaginative railroader, John Barriger, came out with a detailed program for what he called "super-railroads." There was nothing fantastic or starry-eyed about his proposal. It was based, simply, on more intensive application to railroads of technological improvements which have been fully tested and proven. Little has come of this program, because most railroads have not had the funds to proceed with it.

Meanwhile, programs for "superhighways," and "superwaterways" and "superairways" have been going forward at an explosive rate of speed—each of them more ambitious than the "super-railroads'" program. The only discernible difference between these highly successful "super" programs, and that for parallel railroad progress, has been that the others have had capable "inside" advocates while railroads have not.

Railroads certainly do not want public handouts. They do not need a great big bureaucracy to promote their interests within the government, but they certainly do need some expert "inside" voices to keep government constantly advised as to railroad potentialities and difficulties.

Transportation, which is absorbing up to one-fifth of the total national income, certainly merits representation in the President's cabinet.

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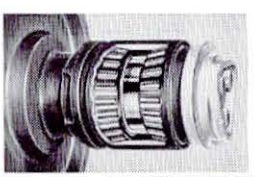

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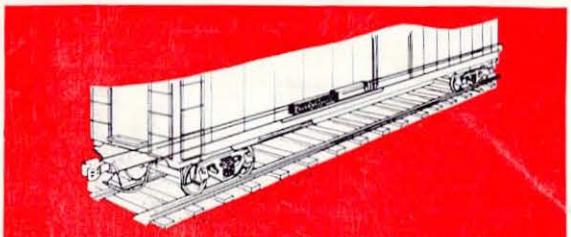

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